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CONFEREES ADOPT THE AMENDED TAX FOR CORPORATIONS

Holding Companies, Mutual Benefit Insurance, Building and Loan Associations Are Exempted.

KILLS HOUSE BILL

Marks the Final Step but One and Now Is Practically Assured of Being Enacted Into Law.

WASHINGTON.—The tariff conferees today agreed to adopt the corporation tax amendment as redrafted by Attorney General Wickham, with the assistance of Senator Root.

The tax is made one per cent on net earnings and holding companies are exempted. There are also exemptions of mutual benefit insurance and building and loan associations. Both the attorney general and Senator Root appeared before the conferees to explain the details of this measure.

It will take the place of the inheritance tax, which was adopted by the House.

Boston Will Be Notified When Tariff Is in Effect

Collector of the Port George H. Lyman is in receipt of advice today from the treasury department at Washington informing him that he will receive prompt notice when the new tariff act now under discussion becomes operative. The order reads as follows:

"The department will promptly advise you by telegram when the new tariff act becomes operative. You will, however, continue to assess estimated duties on imported merchandise at the rates provided for under the tariff act of July 24, 1897, but will suspend liquidation of the entries until receipt of the official copy of the new tariff act which will be forwarded to you by this department at the earliest practicable moment, and upon

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GIRDERS IN HARVARD BRIDGE DRAW FOUND TO BE IN BAD SHAPE

The men who began work today repairing the draw of Harvard bridge, found some of the hardpine girders so rotten that two or three inches of their upper surfaces could easily be crumbled in the hand. The condition of a part of the heavy girders was so bad that most of the nails and spikes used in fastening them were imbedded only in rotten wood.

They have been in place ever since the bridge was built, about 19 years ago. The effects of nearly a score of years' wear and tear, even upon the hardpine, which withstands such unfavorable conditions about as well as any wood obtainable here, were evident even to casual observers who viewed the supports after the wooden flooring had been removed.

The report that the piling of the Harvard bridge was defective and that work was to be done on it at this time is not true. All that is to be done now is to put the draw in safe condition. It has settled about an inch and one half, especially on the northwest corner, which for some time has made it more or less difficult to open and close it.

A large force of men is removing the flooring, street-car rails and girders, preparatory to repairing the structure, which is expected to take about two weeks. By tonight the deck of the draw should be out of the way, and it is the plan to swing the draw around so that it will come directly over the pier structure some time tomorrow, to give the crew of the Boston Bridge Works opportunity to put in sets of six plates each under the four corners of the superstructure, where it rests on the drum or turning mechanism of the draw. Each of these steel plates is one half inch thick, so that the six will raise the draw three inches. This will cover the one and one half inch that has settled and will allow for similar settling in the future.

PERSIAN EXILE IN BOSTON.

Nasr ed Din Hafiz el Mirza is the guest of the Argentine Viscount Angerona at 16 Hollis street. He says he is a political exile and is here to enlist aid for the Persian revolution. His father was Hafiz Khan, the title khan signifying a powerful nomadic chief and having also the meaning of prince.

TAFT CATTLE FOR CANAL.

TAFT, Tex.—Charles P. Taft's meat packing plant here will soon be in operation. It has secured a contract to supply 1000 dressed heaves per month to government employees on the Panama canal.

MONITORIALS

BY Nixon Waterman

AN OPEN LETTER.

When Music, charming maid, was young,
I wish some one had told her,
Ere she a single note had sung,
To keep the peace, when older.
And with my ear with noise distraught
I write her this epistle
To say I spurn her since she taught
All office boys to whistle.

I set me down to write, when, lo!
From hall and elevator,
I hear their piercing notes and so
I really must haste her.
And then, to add unto my woe
There comes an organ grinder!
O Music! Won't she catch it, though
If I shall ever find her!

I sometimes wonder had she known
Of things to follow later—
When all the world would be so prone
To try to imitate her—
Would she have thought her hobby yet
The wise and proper caper?
If so, I really hope she'll get
Marked copies of this paper!

The discovery in German southwest Africa of diamond fields worth \$250,000,000 may make those jewels too cheap to imitate and we shall no longer say:

In buying diamonds let's not haste
For fear the dealers trick us
And sell us jewels made of paste
With which they sometimes "stick" us.

The extent to which it figures in fiction shows that authors think the automobile will help to give their stories a good run.

Some still insist that if President Taft will only indicate what he would do if it came to the worst, the worst won't come.

WANTED: AN UMBRELLA.

Self-opening "umbrellas" are good
But of gold awaits a ton
For the clever man with the wit to plan
A self returning one.

The very latest thing in toasts—is that we get when the alarm clock fails to arouse the cook.

It is all very well to "shoot folly as it flies," as Alexander Pope suggests, but the farmers who are shooting at balloons because they deem it folly for folks to fly in them, are going a little too far.

Meat consumers can dine almost anywhere and under almost any conditions after the manner of the animals they devour, but vegetarians cannot eat without a table, a vegetable.

THE END SEAT.

There are those persons who believe that until some inventor shall happen along with sufficient ingenuity to devise an open, summer street car containing nothing but end seats and those all on the shady side, there is likely to be more or less contention on the part of the traveling public regarding who is to occupy the few end seats now available with the present style of this popular public conveyance. Some careful students of human nature have said that our present sorry lack of public manners can never be mended until our street cars themselves are made over along the lines above suggested.

But oh, joy, joy! there is a simpler, less expensive and more efficacious way in which the great ethical reform, so much needed, can be brought about. What is the present status of things? Men, women and children rushing pell-mell, helter-skelter to secure the end seat. The fastest sprinter or the fiercest crowder or the one with the sharpest elbows gets the prize and the followers must struggle on board as best they can. How fast, how furious, how like a football rush!

All that is needed to transform the hot, impulsive mob into a company of polite, well-conducted persons is a rule requiring those who are seated first to move along and make room for those who come after. Then, presto change! No more rushing, no more crowding, no more jamming of elbows! Everybody moving in a leisurely polite manner. No one caring to enter the seat first since the coveted end position is for the one who arrives last. What a lot of gallant bowing and scraping!

"Won't you be seated, please?"
"Oh, you are very kind, but not until you are seated first."

Isn't the proposed plan perfectly simple and beautiful and practical? Which of our great cities is to have the happy distinction of being the first to put it into operation?

GUNBOAT SHELLS MOORISH REBELS

MELILLA, Africa.—The village of the Beni-Said tribe, around Cabo de Tres Forcas, have been shelled by the Spanish gunboat Pinzon, which fired 200 shots. Many huts were destroyed. The Kabyles fired on the vessel from shore, and in reply were shelled by the gunboat. After a combat lasting six hours the tribesmen retreated toward the interior.

To a Spanish newspaper correspondent in an interview General Marina, Governor of Melilla, expressed regret at the opposition of the Radical and Liberal parties in Spain to the Moroccan expedition, saying: "We are carrying out a military movement indispensable to the maintenance of our national prestige."

BOY SHAH REFUSES CROWN AND WEEPS WHEN MADE A KING

Ahmed Mirza Clings to Parents Who Offer Nationalists Another Son in Place of Their Favorite.

NOTICE BY RUSSIAN

Child Ruler Taken to Palace Sunday and Left Without Foreign Guards as Sign He Is Free.

LONDON.—The Teheran correspondent of the Times telegraphs today an interesting story of the assumption of his dignity by Ahmed Mirza, the child Shah.

The correspondent says the government asked that the boy should be delivered into their keeping. M. Sablin, the Russian charge d'affaires, announced the request to the Shah, who replied that he thought the boy's mother would not consent. The Shah then took M. Sablin to the mother and an affecting scene ensued. Both father and mother broke down at the thought of parting with their favorite son, and offered another son in his place M. Sablin replied that he selection had been made by the people and he had no voice in the matter.

The boy wept bitterly in sympathy with his parents and declined to leave his mother. Finally their majesties were persuaded to agree, and on receiving the Shah's assent, the necessary proclamation was immediately issued, and it was arranged that a regent and a Nationalist deputation would receive the little Shah. An interested crowd witnessed his departure from the custody of his natural guardians.

During the morning Sultan Ahmed Mirza wept bitterly at the prospect of becoming a king, and it required a stern message to the effect that crying was not allowed in the Russian legation before he dried his eyes.

Then the little man came out bravely. He entered a large carriage and drove off alone, escorted by Cossacks, Sowars and Persian Cossacks, and followed by a long string of carriages. At the Sultanabad Palace he was met by the regent and a deputation of Nationalists and cere-

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TAFT YOUNG PEOPLE IN TENNIS TOURNAMENT AT BEVERLY TODAY

BEVERLY, Mass.—The coming week will be a busy one for the younger folks of the Taft family and Robert, Charlie and Miss Helen will participate in the tennis tournament which today opens at the Montserrat Golf Club, where they will play in several divisions.

Helen, accompanied by Miss Eleanor Roehrer of Newport, went for a motor drive this morning. Miss Roehrer, who is the guest of the Taft family, lost the keys belonging to her trunk on Saturday, and every effort was made to secure a locksmith, but as the quest was unsuccessful Miss Roehrer was obliged to wait until this morning.

Charlie and Robert Taft motored to Montserrat early this morning. Mrs. Taft and Mrs. Moore will take their usual drive this afternoon.

BALLOON TO TAKE A MIDNIGHT FLIGHT FROM PITTSFIELD

PITTSFIELD, Mass.—There will be a balloon ascension from Aero park soon after 12 o'clock tonight. The balloon Massachusetts will be used and William Van Sleet will be pilot. The flight which Dr. S. S. Stowell and John P. Manning were to make today has been postponed until Thursday. Instead of permitting the balloon to sail away it is proposed to let it go to the length of the trail rope when it will be anchored. This will permit it to reach a height of 375 feet. While anchored John P. Manning will take a number of pictures from the balloon. Among the pictures will be a bird's-eye view of the Stanley plant.

This will be the first local attempt to secure pictures in this manner. After the different views have been taken the balloon will be released and it is expected that a long flight will be made. Dr. S. S. Stowell will pilot the balloon. Oscar Hutchinson, who planned to make the ascension with Dr. Stowell and Mr. Manning has decided not to go as the carrying power of the balloon would be so limited as to prevent a long flight with three in the basket.

TRAFFIC-HANDLING UPON WATERWAYS THEME OF REPORT

Commissioner of Corporations Today Says the Great Need Is Cooperation Among the Railroads.

POWER IS DIVERTED

Competition of the Sort That Now Exists, He Says, Is Detrimental to the Public Interests.

WASHINGTON.—Herbert Knox Smith, federal commissioner of corporations, today submits to President Taft Part II. of his report on transportation by water in the United States.

The main conclusion that he reaches in this part of his report is to the effect that cooperation between railways and waterways, to make the traffic-handling systems of the one supplement those of the other, is essential to a rational and economical use of the inland waterways, on the latter of which transportation is lessening rather than increasing.

Competition of the sort now current, he asserts, is detrimental to public interests, causing the country's transportation system to waste strength in warfare while needs of the public are not served.

The part now issued discusses the freight carried by water. Part I, already published, dealt with the waterways themselves. Additional parts, dealing with terminals, rates, railway regulations and control, are in course of preparation. The commissioner says in part:

There are two main classes of freight—(1) bulk freight, usually raw materials and of comparatively low value; (2) merchandise freight, so called, usually in packages, of higher value and mainly the product of factories.

Over 75 per cent of our water-borne domestic traffic consists of raw materials and low-grade products, such as coal, iron ore, stone, sand, lime, phosphate, oil, cement, brick, ice, pig iron and steel rails, lumber and naval stores, agricultural products, all bulk freight.

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U. S. Commissioner of Corporations Who Files Big Waterway Report



HERBERT KNOX SMITH.

"It is a public evil," he declares, "that the entire transportation system of the United States should be, as now, at odds with itself, through destructive competition, while the transportation needs of the public suffer."

AEROPLANE FLIES EIGHT MILES TODAY OVER ENGLISH CHANNEL

Latham's Machine Dives Into Sea, but Aeronaut Asserts He Will Try Again When Rescued by Boats Sent After Him—Story of Feat.

CALAIS, France.—The monoplane of Hubert Latham today plunged into the English channel, eight miles off the coast of France in an attempt to cross the channel in competition for the London Daily Mail's prize of \$25,000. The flight was in the face of most adverse conditions. After falling into the sea, when his motor failed, Latham was picked up by the French torpedo boat Harpon, which had been sent out to rescue him.

For weeks Mr. Latham had been making elaborate preparations for his attempt to cross the channel and time after time had been forced to postpone the trip because of adverse conditions. Sunday dawned clear, bright and windless, and the big white-winged monoplane was taken from its shed at Calais and everything was put in readiness for the flight.

Latham was impatient to be off and at 6:40 o'clock he took his place on the aeroplane and gave the signal for the start. Like a bird the big plane rose into the air and on a course straight as an arrow shot with terrific speed over the channel. In a few minutes the airship was out of sight of the big crowd that had gathered to see the start. As far as he could be seen from Calais the aeronaut seemed to have perfect control of the machine.

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Here Is Latham's Own Story of Remarkable Flight

CALAIS, France.—Hubert Latham today told his story of the first attempted flight across the English channel in a heavier-than-air machine. He said:

"The failure of the airship successfully to negotiate the entire distance across the channel was due to the failure of my engine. The conditions under which I made my start from Calais were magnificent and as I rose from the shore I felt confident that I would land in England.

"I started at a speed of about 50 miles an hour and shot out straight over the channel, rising to a height of 300 feet. At times the monoplane rose higher into the air, once being as high as 650 feet.

"Everything ran smoothly till I was about seven miles from the French shore. Then my motive power began to fail. I tinkered with the engine and succeeded in getting it to work again, but after another mile it stopped entirely. This failure of motive power is impossible to avoid in the present state of aeronautics.

"The descent of the airship into the channel was difficult owing to the failure of my device designed to prevent striking the water too suddenly. I managed to right the ship after she struck, however, although she dove almost headlong into the waves. I wore a life belt, but had no necessity for it, as the airship floated easily until the Harpon appeared.

"I believe that my flight today proves the feasibility of taking by monoplane across the channel and I am making arrangements to try again within a week."

LIGHTING CONTRACT FOR SIDE STREETS DEFAULTED TODAY

Greater Boston Company Fails to File Bond Before Noon and Is Subject to Forfeiting Money.

OUTCOME IN DOUBT

The Greater Boston Illuminating Company has failed to comply with the specifications of the \$236,000 contract awarded them for the lighting of Boston's side streets, alleys and parks in not filing a bond of \$50,000 as was required in the contract before noon today.

The city is now in a position to claim a certified check of \$5000, which was filed with the bid of the company as an evidence of good faith. Whether the city will exercise this right has not yet been determined.

Superintendent Emerson says that he will let the matter rest a day or so, and does not know just what steps he will take. Should the company prove its ability in the immediate future to carry out the contract, it may be given an opportunity to do so; so the city is now under no further obligation.

Superintendent Emerson was before the finance commission today and stated what he was doing in the matter. The commission told him the present state of its investigations in regard to the light proposition; but he said that it

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BIG M'ADOO TUBES UNDER THE HUDSON RIVER OPEN TODAY

NEW YORK.—The new \$70,000,000 tunnels under the Hudson river from Manhattan to Jersey City were opened sharply at 10 o'clock this morning by Miss Harriet Floyd McAdoo, daughter of William G. McAdoo, to whom the magnificent work is due.

Promptly at the hour named at a

(Continued on Page Five, Column Seven.)

Here Are Some Interesting Facts Concerning the New McAdoo New York Tubes

PROMOTER—William G. McAdoo.

Sponsor—Miss Harriet Floyd McAdoo.

Destination—New York to Jersey City.

Equipment—Each tunnel contains four tracks.

Time in building—Seven years.

Cost—\$70,000,000.

Depth—50 feet below surface of Hudson river.

First train through—10 a. m.

Opened to public—3 p. m.

Time in transit—Three minutes.

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LONGEST ELEVATED TERMINAL IN WORLD IS AT FOREST HILLS

Fact Regarding Its Great Length Compared With Other Similar Structures Is Made Public Today.

ORNATE IN DESIGN

Interesting facts not generally known about the new Forest Hills station of the Boston Elevated railway were made public today by the traction company.

Chief among them is the statement that it is probably the largest elevated terminal in the world—at least it is the longest.

It is 360 feet 6 inches long and 75 feet wide. The platforms on either side are 357 feet long, and an eight-car train can easily load and unload its passengers. The platform on the east side, where people will take trains going north, is 30 feet wide. Congestion, such as has been unavoidable at the other terminals, is hardly probable. The west platform, the place of exit, is 18 feet wide.

With the exception over the canopies over the platforms and the decorative detail, the terminal is practically completed. As it appears now, it is a solid, substantial structure, giving one the impression of massiveness.

Embellished by many thousand dollars' (Continued on Page Four, Column Three.)

FOE OF THE PUBLIC SCHOOLS IS CALLED "ENEMY OF STATE"

French Minister of Instruction Doumergue Thus Rebukes the Antagonists of Secular Education.

PROGRESS IS CITED

Horace Mann, Daniel Webster and Charles W. Eliot Are Quoted in Support of the American System.

HAVRE, France.—The recent disposition to renew agitation against the public schools on the part of the clericals has received a scathing rebuke from the French minister of public instruction.

Speaking at the exercises held here on the second day of President Fallieres' visit to this city, which was characterized by a great ovation to the chief executive by the public school children, 6000 of whom marched in procession, M. Doumergue, the official head of the department of education, delivered an address in which he extolled non-religious education. "Today," he asserted, "France, America, England and Germany are in the van of civilization as a result of free popular schooling."

He declared that of all the great achievements of the third republic this was the least welcomed by the adversaries of the present government. He characterized its opponents as the enemies of the republic, who recently reopened a bitter campaign to defeat a wise and needed reform by appealing to the timid and ignorant.

President Fallieres gave a luncheon to the British and French officers, and left for Paris Sunday evening.

Nation's Greatest Men Favor "Public" Schools

Some of the strongest and most eloquent statements made by great men of this country have been made in support of the American public schools.

"I believe in the existence of a great immortal, immutable principle of nat-

(Continued on Page Five, Column Five.)

HUNDRED CITIZENS HOLD CAPE FOREST FIRES IN CHECK

BOURNE, Mass.—Forest fires which have been burning in this vicinity for several days are under control this morning. Conservative estimates set the loss at less than \$10,000.

The light showers of Sunday evening and the work done by more than 100 citizens in trenching the territory about the fire brought the desired results this morning. The fire belt extended from near Monument beach northerly well into the southern part of the town of Plymouth, where there is considerable valuable cranberry land.

So far as can be learned, but one small log camp has been destroyed, this being located on the Herring Pond road in the town of Bourne. All the available men today have been sent to the town of Bourne near the Plymouth line, where the only brisk fire is burning and it is considered that this fire can be kept well within bounds with the assistance at hand.

BIG ENFIELD WATER RESERVOIR STORY IS DENIED HERE TODAY

Reports from Enfield, Mass., today to the effect that the metropolitan water board of Boston would expend millions of dollars in constructing the largest artificial lake and reservoir in the world near Enfield, were denied at the offices of the board.

The proposed reservoir, the report said, if built could have a length of 17 miles and an average width of more than four miles, covering 68 square miles at an average depth of 53 feet.

This reservoir would hold 400,000,000 gallons of water. The main dam would be constructed in Enfield just over the West Ware line, and the reservoir behind it would raise the water 144

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KENNEDY OUT FOR MAYORALTY.

Former Finance Commissioner John F. Kennedy has announced his candidacy for mayor. He was labor's representative on the old finance commission, and offered a dissenting report when the final report of the commission was submitted to the Legislature.

News of the World Told by Cable and Correspondence

DR. JAMESON SAYS PEOPLE DO NOT LOOK FOR ALTERATIONS

Believe Material Changes
Should Not Be Made in
Provisions of Bill Unani-
mously Agreed To.

UNION TO BENEFIT

LONDON—Dr. Jameson, who recently arrived from the Cape, in the course of an interview with the representative of the following important pronouncement. Speaking of the Union of South Africa, he said:

"The Union is that of the peoples of South Africa, and South Africa naturally expects that there shall be no material alterations in the provisions of a bill they have unanimously agreed to. The spirit of conciliation and compromise shown in the Union discussions has been most marked, and it has been a surprise even to those people concerned to find how far we could go in the direction of a real unification as compared with the federal system already established in Canada and Australia.

"In South Africa we regard with confidence the passage of our bill through the imperial Parliament. The only trouble seems to be likely to arise from the extreme Nativists, who probably honestly desire to benefit the natives, but by agitation are really doing a great deal of harm to the native peoples. This was especially shown by the only division taken at the last meeting of the Cape Parliament, when Mr. Schreiner brought forward an amendment for altering the clause dealing with people of European descent, and when only he himself and one other voted in the division. The rest of the House voted for the Union bill as it stands. Especially significant is this when it occurs in the Cape Colony, which all through the Union negotiations has fought for its policy of equal rights for the educated natives. It shows how hopeless an agitation for further concession really is.

"The vote of Natal was the greatest difficulty, and here, in the only quarter where trouble was likely, the people themselves voted nearly four to one in favor of union. The mandate for union is from the people, who are commencing to look for the enormous benefits which the whole country will reap from it. The people expect those benefits and what they expect they will try to realize."

Speaking on the question of racial feeling, Dr. Jameson said: "Of course, this still lingers to a certain extent among ignorant and badly informed people, but even among these there are marked signs of its disappearance, as they see that the leaders are of one accord. Among these latter we rejoice that it has absolutely disappeared. The fact that Mr. Hofmeyr is coming over with the Cape delegation is sufficient evidence of this."

Asked regarding the general outlook, Dr. Jameson said: "The situation is distinctly improving in South Africa generally, but especially in the Cape, where, of course, the ports which depend on overseas trade must take some time to recuperate, but even there one sees marked signs of improvement."

Dealing, in conclusion, with the question of defense, Dr. Jameson said: "It is a little difficult to say anything on this subject, as nothing definite can be done till union is through. I think, however, that the whole of South Africa is in sympathy with the theory of mutual defense and will be prepared to do its share."

ANDERSON WILL HUNT MAMMALS

LONDON—M. P. Anderson, who has for several years been employed on the half of the Duke of Bedford in making a zoological survey of Korea and some of the smaller islands in the far East, has just started on another expedition to the remote provinces of southwestern China to make a collection of the smaller mammals and birds of that region, which in this respect is almost unknown. The duke presents the results of Mr. Anderson's labors to the natural history branch of the British Museum, and has thus enriched the zoological department with many thousands of specimens from localities which hitherto have been only poorly represented in the museum.

AT THE THEATERS

BOSTON.—Vandellie, "The Girl of the Year."

NEW YORK.—Vandellie, "The Girl of the Year."

AMERICAN—Vandellie, "The Girl of the Year."

CHICAGO.—Vandellie, "The Girl of the Year."

Tunnel Under Mont Blanc -- LONDON LETTER -- Motor Boats Replace Gondolas

Topics of Interest Gathered by a Member of the London Bureau of The Christian Science Monitor.

LONDON—The question of boring a railway tunnel under Mont Blanc from the French side has been considered for many years. A report has now been drawn up by the French ministry of public works setting forth the cost as well as showing the difficulties that would have to be overcome. The proposal is to begin the tunnel at Chamounix in Upper Savoy at a height of 3,408 feet. The eastern exit would be at Entreves and the length of the tunnel would be about 2½ miles. Owing to the gradient, electricity would be used for hauling the trains. The cost of laying a double track including the cost of connecting the line with Saint Gervais at one end and Aosta at the other would be about £3,000,000. The time required to complete the work would be five years. Should this project be carried out, the railway journey from Paris to Genoa would be shortened by 32 miles, and the mail trains from England to India would in all probability travel by the French railway instead of by the German or Swiss as is now the case.

HISTORIC HOTEL GREENWICH WILL BE PLACED ON SALE

Within the next few weeks "The Ship" Greenwich will be put up for sale. The Ship Hotel Greenwich is the historic scene of the ministerial whitewash dinner, an annual festival held at the end of parliamentary sessions. The origin of this unique dinner is attributed to Sir Robert Preston, a wealthy merchant who lived at Dagenham and represented Dover in Parliament toward the end of the eighteenth century. It was Sir Robert's custom to invite his friend, George Ross, the secretary of the treasury, to partake of his hospitality. Mr. Pitt was asked to join the company and readily accepted subsequent invitations. Invitations were extended to other ministers until the affair became ministerial in character. Sir Robert's house was not convenient, being somewhat inaccessible. A move was therefore

eventually made to Greenwich, for a time the ministers were still considered the guests of Sir Robert Preston, and although Sir Robert was soon relieved of the expense, he continued to contribute a buck and champagne. When Lord Farnborough undertook the summoning of the guests, the invitations which had hitherto been sent privately, were now despatched in cabinet boxes. The dinner continued until the Gladstone administration came into office in 1869. They were then discontinued, until revived again by Mr. Disraeli in 1874. In former years the members went down the river from Whitehall in an ornamental gilt barge.

NEW POSTOFFICE BUILDING IS PRACTICALLY FINISHED

On the site where formerly stood Christ's Hospital now stands the new general postoffice building, practically finished—a striking contrast to the historic building it replaces. The foundation stone of these additional general postoffice buildings was laid two years ago. The total area of the new floor is 15 acres, which gives a good idea of the enormous increase in the business of the postal service during the last few years. The building is of reinforced concrete (Hennebique system), and represents one of the largest ferro-concrete buildings in this country. This new method of construction has been the means of effecting a great saving in cubic space. To illustrate: the basement walls, nearly 30 feet high, are only 7 inches thick instead of 7 feet in the usual way. Again the slabs of the floors and foundations are less than 6 inches in depth. It is estimated that, taking the rental value of the floor area at 15s. per square foot, the economy attained by the use of the reinforced concrete is equal to £37,500 per annum, being the capitalized value of £750,000, and over and above this the approximate saving in the cost of materials by this new method is 20 per cent. The building is seven stories in height

and it is connected by means of two subterranean passages with the old post-office building opposite. The new structure comprises two blocks which are practically separate; one, the general offices with a frontage of 186 on King Edward street, contains nearly 1,500,000 cubic feet; the other, the new sorting offices, facing Newgate street, has a capacity of 3,500,000 cubic feet, and here 2000 sorters can work, being watched by superintendents from conning towers. A roomy loading yard for mail carts and vans with a glazed roof is between the two blocks which are connected by a bridge at the second floor level.

KING EDWARD VISITS RUGBY TO OPEN SPEECH ROOMS

On July 3 King Edward VII. paid a visit to Rugby school and was accorded a royal and loyal welcome from the inhabitants of Rugby and Rugby school. The purpose of his majesty's visit was to open the new speech room, a fine building capable of seating over 1000 people and in which are two fine stained glass windows, with the figures of Lawrence Sheriff and Arnold, the founder and maker of the school, and such famous names as Clough and Hughes. The opening ceremony commenced by the reading of an address to the King by H. J. B. Clough, the head of the school and a grand-nephew of the poet. There was a general roar of laughter, in which the King joined heartily, when the head boy reminded him that it was his kingly prerogative "to command an addition to our hard-earned holidays." His majesty replied to the address and declared the speech room to be open. The proceedings terminated with the planting of a young oak tree by the King in the close just under the Doctor's Wall, only a few yards from the door of the turret leading to the doctor's library, through which the doctor stepped into the close on the day of Tom Brown's fight with Slogger Williams, an episode with which all readers

of "Tom Brown's School-days" are familiar.

RUSSIAN GOVERNMENT SENDS NOTE TO POWERS.

A circular note on the situation in Persia has been sent to the governments of foreign powers by the Russian government. The note points out that the efforts to prevent the advance on Teheran of the Bakhtiari and the Revolutionary forces have not been successful. Although still determined to maintain a policy of non-interference, it is evident that the Russian and other European legations, institutions and subjects might be in a dangerous position, and the Russian government have therefore decided to send a force from Baku to Enzeli consisting of a regiment of Cossacks, a battalion of Russian infantry and a battery of artillery. The force is not to advance beyond Kazvin, which is 86 miles from Teheran, and this will insure communication between Kazvin and the Caspian Sea. An advance beyond Kazvin will depend upon circumstances and will only be undertaken on the demand of the Imperial legation in Teheran, which would be in the event of a dangerous situation arising.

BRITISH AMBASSADOR ATTENDS BOARD MEETING.

At the Pre-Catalan, a celebrated restaurant in the Bois de Boulogne, Paris, Sir Thomas Sutherland and the members of the London board were entertained by the President Prince d'Arenberg and the French members of the administrative boards of the Suez Canal. Among those present were the British Ambassador Sir Francis Bertie, and the French minister of foreign affairs H. Pichon. During the course of his speech Prince d'Arenberg said "that they were celebrating their silver wedding as a united Anglo-French board. The union had originally been a marriage de raison, but it had developed into a marriage of inclination. . . . The Anglo-French union had not been barren of results—witness

the rise in the value of the canal shares which had accompanied the reduction of the canal tariff. The Anglo-French Suez Canal union was a real entente cordiale."

Sir Thomas Sutherland delivered a speech, and the British ambassador proposed the toast of Prince d'Arenberg and the hosts of the evening, after which the proceedings terminated.

MOTOR BOATS REPLACE VENETIAN GONDOLAS.

The hansom cab in London is rapidly surrendering to the ever increasing army of taxicabs, and the hansom cab will doubtless soon be a relic of the past. In like manner the Venetian gondola is being replaced by the more modern methods of travel. At one time the gondolas held the monopoly, for there was nothing to compete with them. Some 20 years ago the little steamers made their appearance on the Grand Canal, and the first blow was given to the gondoliers, whose customers began to desert them for the cheaper and quicker mode of locomotion. Now, however, we learn that motor boats have made their appearance. This newer mode of conveyance, it was understood, would only be used for those traveling between the hotels on the Lido and the railway station, but they were not long in extending their trips to cruises in the canals. The crisis came when the luggage of some tourists was being loaded on to a motor launch. The gondoliers held the exclusive right to carry luggage in Venice, and they therefore advanced in a body and compelled the tourists to disembark with their luggage and proceed to their destination in gondolas. The whole question has now been raised at the municipal council by the socialists, who in this case are in the position of defending the ancient custom. The conservative mayor maintains that the gondoliers should be deprived of their rights in the interests of progress. Is Venice to be modernized? And when modernized will the tourists still be attracted?

TRADE BRIGHTER THAN LAST YEAR

Official Returns Show Imports for First Four Months Largely Exceed Same for Like Period Last Year.

CAPE TOWN, S. Africa.—That the trade of South Africa for the first four months of the year has been brighter than for the corresponding period of last year is made evident by official returns. British South Africa's imports for the four months ended April 30, 1909, exceeded the total for the corresponding period of 1908 by some £43,000, and its exports for the first four months of the present year outvalue the previous year's figure by no less than £1,041,000. The remarkable recovery in imports, which for so long were a steadily dwindling quantity, would at last appear to be an all-round improvement, not confined to one particular state. Oversea imports are now being introduced into all four colonies on a greater scale than last year. In the case of the Cape Colony the phenomenon is particularly striking.

Hitherto the Cape Colony has been rather a laggard in the forward movement in South African trade; but happily there are symptoms of progress in the April returns which seem to indicate that the Cape, also, is beginning to make very appreciable headway.

LABOR PARTY GAINS A SEAT.

ADELAIDE, Aus.—The by-election at East Torrens to fill the vacancy in the south Australian House of Assembly has resulted in the return of Mr. Ryan, Laborite.

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FORTY MILLION DOLLARS WILL MAKE COUNTRY HABITABLE

Israel Zangwill States That Sum Will Be Necessary to Establish Irrigation Works in Mesopotamia — Asks Jewish People to Provide Necessary Capital.

BAGDAD, Turkey.—Turkey's scheme for the reclamation of ancient Mesopotamia, the vital question of which is the obtaining of funds to carry out the work, may receive an impetus from thoroughly substantial financial sources if the Turkish government shows willingness to give certain satisfactory guarantees. The Jewish territorial organization, which not long ago sent an expedition to investigate the suitability of Cyrenia as a site for an autonomous Jewish colony, found that district unavailable for its purposes. That region, which is one of the Mutesarrifats or sub-provinces of Tripoli, has no rivers, but an uncertain rainfall, and good crops are obtained only about once in four years. This would exclude the possibility of such colonization as the members of the territorial organization wish to undertake.

At recent mass meeting held by the organization at Great Assembly hall in London, presided over by President Meyer A. Spilmann of the British Federation, Israel Zangwill reported the unsuitability of the Cyrenian site, but broached an alternative scheme. This was to found a colony on an autonomous basis in the Mesopotamian plain. A rough project had been drawn up, he said, two years before, by himself and Sir Andrew Wingate, who likewise was present at the meeting. The cost of the irrigation works necessary to make the Mesopotamian country habitable had been calculated by them to be approximately \$40,000,000.

Mr. Zangwill remarked upon the coincidence in that about the time the minds of the colonizers were turning to the Mesopotamian country as a field for their activities, the thought had occurred to Sultan Abdul Hamid of reclaiming this once prosperous region. Accordingly, the Sultan had sent for Sir William Willcocks and requested him to re-

port upon the possibilities of Mesopotamia under irrigation. Sir William had made a preliminary survey of the country and had reported that for an expenditure of less than \$37,500,000 a tract of 5000 square miles, more than 3,000,000 acres, lying in ancient Chaldaea, could be made productive and capable of supporting a large population and yielding \$5,000,000 revenue each year. In the language of the official report, which since has been transmitted by the ministry of public works to the grand vizier: "Nothing would be simpler than to restore to this old region, at least partially, its ancient splendor and to make it one of the granaries of the world. To build a few dikes and barrages, to dig a few canals, to bring the water, is all that is necessary to give value to thousands of domains of a legendary fertility."

Sir William, having engaged with the Turkish government for a five-year term of service, had obtained a credit of \$500,000 and had begun the work. It had become a national affair with the Turks, under their constitution. Mr. Zangwill urged that the Jewish people should enter into a contract with Turkey to provide the capital, the labor and the population for the rehabilitation of Mesopotamia. Although Ahmed Riza Bey had said that the Turkish government would welcome Jewish settlers in the region, he would not be satisfied with anything less than the government allowing them to establish a great self-protecting colony there. Although the Jewish Territorial Organization had not investigated the country, if on investigation it was found suitable he was assured of the sympathy and cooperation of the leaders of the Jewish people. He pleaded for union of all the Jewish organizations for the carrying out of this scheme. A resolution was passed, urging all Jewish colonization associations to investigate the Mesopotamian project.

PREMIERS WILL CONFER IN AUGUST

SYDNEY, Australia.—The conference of premiers mentioned in Lord Chelmsford's speech in Parliament, to consider the federal government's proposal to appoint an interstate commission appellate to federal jurisdiction over the state wages board, will meet in Melbourne in August, when the future financial arrangements between the states and the commonwealth are to be reconsidered. This makes the meeting an event of the utmost importance.

DECREASE IN REVENUE.

MELBOURNE, Aus.—The revenue of the commonwealth of Australia for the past financial year amounted to \$71,750,000, being a decrease of \$5,325,000 on the financial year 1907-8. The expenditure amounted to \$52,100,000, being \$465,000 below the estimates. The amount returned to the states was \$39,635,000, being a decrease of \$680,000.

PAPER DECLARES CURZON WRONG

Believes His Statement in House of Lords Was Erroneous in One Important Particular.

ALLAHABAD, India.—Commenting on the recent discussion in the House of Lords on the military administration, the Pioneer declares that Lord Curzon was wrong in one important particular. "Financial control of military expenditure," it says, "is far greater now than under the old conditions. The commander-in-chief does not possess autocratic power regarding finance. The heavy burden placed upon one man by the new system would be lightened if the individual commanders accepted the responsibility placed upon them."

HERR HARDEN WANTS AN ANGLO-GERMAN AGREEMENT MADE

BERLIN—Herr Maximilian Harden, in his weekly review, "Die Zukunft," has struck a new note in the discussion of the Anglo-German situation and strongly advocates some definite arrangement between Great Britain and Germany by which the necessity for an enormous expenditure upon armaments may be avoided. Herr Harden is a political writer with broad and statesmanlike views and is now a foremost exponent of German imperialism.

He was an intimate friend and disciple of Bismarck and perhaps no one outside of high officialdom knows more of the secret ambitions and policy of the controlling minds of Germany. He writes:

"We can wage war against England, or we can come to an agreement with England regarding naval armaments. There is no third course, because Lord Charles Balfour's plan of building rapidly 18 Dreadnoughts of the largest and most rapid type would also bring on war—not a war waged by weapons but a financial war, which would be more dangerous to us than real war. Those who oppose attempts to come to an agreement with Great Britain and themselves with tremendous responsibilities. The British are beginning to perceive that, with all their diplomatic arts, they have obtained no guarantee for the security of their world-wide possessions. They have lost Morocco entirely, and have half lost Persia, while Japan is competing with Turkey, and Great Britain's naval supremacy is threatened by Germany and the United States."

"In negotiating with Great Britain now we could obtain much more than would have been possible eight or ten years ago. How would it be if we left the Congo Free State to Great Britain, in order to secure to ourselves the hegemony of Europe, which would, no doubt, soon teach the Danes and the Dutch to recognize the advantage of a closer connection with the German empire? Let England keep what she possesses; let her have Arabia and the Congo Free State, and leave her her maritime supremacy. Let Germany, as the predominant power in Europe, have the right to expand her frontiers to the east and northwest. This is the only possible basis for an agreement with Great Britain, and the realization of this agreement is still possible. Whoever in Germany opposes an attempt to bring about an Anglo-German understanding, and, nevertheless, with the same breath preaches peace, only proves that the possibility of defeat in battle alarms him more than the certainty of financial ruin brought about by boundless armaments."

Foreign Briefs

LONDON—Ogden Mills has bought a wedding gift to his daughter, the Countess of Granard, Mortimer house, in Halkins street, near Belgrave square.

LIMA—A general strike of engineers, firemen and conductors suspended traffic on the Central railway of Peru.

LEAGUE PRESIDENT SAYS MOHAMMEDANS ARE LOYAL

In Address at Meeting of All-India Moslem League, Official Gives View as to Treatment His Countrymen Should Receive from British.

LONDON—The claims of the Muslim population of India were expressed at the recent annual meeting of the All-India Moslem League by the president of that body, the Aga Khan, the head of the Ismaili sect of Mohammedans.

The Aga Khan said that many people in this country, even in circles usually well informed, hearing of the Mussulman "minority" in India, failed to realize that it numbered at the last census nearly 62,000,000; that its percentage to the total population of India has been steadily rising since the decennial enumerations began nearly 40 years ago; and that it now constituted 21½ per cent of the total—a figure exclusive of the numerous and martial border tribes included within the political frontier of the Indian empire. Not only was it the case that the Mussulmans were to be found within the administrative limits of the dependency substantially outnumbered the entire population of Germany, but their welfare and progress was a matter of concern to that vast brotherhood known as the Islamic world, stretching in unbroken line from the Asiatic seaboard of the Pacific to the African coast of the Atlantic, and numbering considerably more than 250,000,000, or 15 per cent of the entire human race. The King-Emperor had far more Mohammedan subjects than any other sovereign.

The speaker alluded to the unswerving and devoted loyalty which the Mohammedans of India had evinced toward the King-Emperor during the political exigencies of the past few years. He remarked upon their adherence to law and order under the strong provocation to resist actively the illegal pressure put upon them by those who seemed bent on undermining the British authority. They asked nothing more than an equitable share in the constitutional privileges now being granted to the Indian peoples. Undoubtedly early in March there was

widespread satisfaction among the Mussulmans, arising from the specific and unserved announcement that Lord Morley had made a few days before, that their claims in respect to the electoral system would be met, "to the full."

Notwithstanding the pledges given by the viceroy to the deputation which he had the honor to introduce nearly three years before, and Lord Morley's pledges of the present year, the Mussulmans were even now, when the eleventh hour was far spent, still called upon to press for the practical recognition of their rights. The measures which the government of India were about to take fell far short of the promises given. At Oxford Lord Morley claimed to have fulfilled the pledges given to the people of India; but unhappily this could not be said to be the case so far as the special pledges to the Mohammedans were concerned. It was impossible anywhere, and least of all in a country like India, to work a constitutional scheme satisfactorily with one large and important section of the people disappointed and left without real representation, and another section exultant and triumphant because they had been permitted to attain a virtual monopoly of political representation.

Because they declined to accept such a position with complacency, they were spoken of as "Separatists." As a matter of fact no community in India excelled their own in working for the cause of true unity among the Indian peoples. The very keystone of the arch of genuine Nationalism in India was loyalty to the sovereign, and in this regard they gave place to no one in India—not even the British themselves. They looked upon his Majesty Edward VII. not as a foreign ruler, but as their own emperor, the Kaiser-i-Hind, the continuance of whose beneficent sway was essential to the peace and therefore to the progress and prosperity of Hindustan.

HINDU WILL HELP EDUCATE PEOPLE

Sunder Singh Offers Services to Professor of Presbyterian College—Night Classes to Be Formed.

VANCOUVER, B. C.—A movement is on foot to provide religious and intellectual instruction for the Hindus in British Columbia on similar lines to that now given to the Chinese and Japanese by the various denominations. Sunder Singh, a highly educated Hindu who has recently arrived in this country, although not an avowed Christian, has proffered his services to Professor McKay of the Presbyterian College and night classes are to be formed under his direction. It is believed that this will tend to lift the Hindus to a higher plane of living and so remove the objectionable features of their presence in the province.

RESULTS FROM SIRDIR'S VISIT

BERBERA, Somaliland.—The military measures which the British government has been for some time perfecting with the object of stopping or at least circumventing the activity of the Mullah are almost completed. It is now believed that the visit of the Sirdir to Somaliland has influenced the pretensions of the Mullah, and that he is in a state of mind which may lead him to accept any moderate proposals which the government may see fit to make.

NEW GOVERNOR APPOINTED.

LONDON—The King has approved the appointment of Col. Sir Percy Girouard, Governor of Northern Nigeria, to be Governor and commander-in-chief of the East Africa protectorate in succession to Sir James Hayes-Saunders.

Leading Events in Athletic World in Boston in Second Place

ONE CHANGE NOTED IN CLUB STANDINGS OF MAJOR LEAGUES

Boston Displaces Philadelphia in Second Place in American Race by a Narrow Margin.

NATIONALS IMPROVE

AMERICAN LEAGUE STANDING.

	Won.	Lost.	P.C.
Boston	28	28	.500
Philadelphia	27	29	.482
Cleveland	24	32	.432
New York	23	33	.411
Chicago	22	34	.393
St. Louis	21	35	.375
Washington	20	36	.357

SATURDAY'S GAMES.

Boston at Cleveland 4.
Detroit at New York 2.
Washington at Chicago 2.
St. Louis at Philadelphia 0.
St. Louis at Philadelphia 0.

SUNDAY'S GAMES.

St. Louis at Philadelphia 4.
Detroit at New York 0.
Chicago at Washington 0.

GAMES TODAY.

Boston at Cleveland 12 games.
New York at Detroit.
Washington at Chicago.
Philadelphia at St. Louis.

NATIONAL LEAGUE STANDING.

	Won.	Lost.	P.C.
Pittsburgh	26	21	.557
Chicago	25	22	.529
New York	25	23	.520
Cincinnati	24	24	.500
Philadelphia	23	25	.479
St. Louis	22	26	.457
Brooklyn	21	27	.438
Boston	20	28	.417

SATURDAY'S GAMES.

Boston at Cleveland 0.
Brooklyn at Chicago 0.
Chicago at New York 0.
St. Louis at Philadelphia 0.
Pittsburgh at Philadelphia 0.

GAMES TODAY.

Cincinnati at Boston.
St. Louis at New York 12 games.
Pittsburgh at Philadelphia.
Chicago at Brooklyn.

The beginning of the week finds all of the clubs in both major leagues occupying the same positions in their respective championship races as was the case a week ago, with the exception of Boston and Philadelphia, the former having displaced the latter in second place in the American by a few points.

As the season progresses the fight for first division places in the American League becomes closer and closer and present prospects point to the championship battle being in doubt up to the very last. Unless something very unexpected happens the race will be fully as close as that of 1908, the clubs now in the first division being the ones to fight it out to the finish.

Judged by the playing to date, Detroit, Philadelphia, Boston and Cleveland should easily maintain their places in the first division, and it will surprise few if they finish up as they now stand. Boston and Philadelphia have been the sensations of the year. Both teams are considerably ahead of their standing at this time last year. They are second and third respectively in club batting and if they can maintain this heavy hitting, they will continue factors to the very last.

Detroit is considerably ahead of its 1908 standing at this time of year and is leading the league at club batting with a fine average of .263. This is due principally to the work of Crawford and Cobb who have been doing a lot of hard and timely hitting. The loss of Lajoie has affected Cleveland's chances for the pennant as his hitting has been missed. His return to the game should put that club in the race again and furnish the prettiest four-cornered fight for first division places ever seen in the American league.

Pittsburgh continues to hold a commanding lead in the National and although Chicago took five straight from Boston during the week, that team is still 17½ points behind the leader. Both of these teams are playing wonderfully fast baseball just now. Chicago continues to give a fine exhibition of inside playing, the men working together for every opposing batter in masterly style, but their hitting is light. If they can improve in this department, they will make an intensely close fight for the fourth successive pennant.

Heavy hitting, fast fielding and a strong pitching staff is responsible for Pittsburgh's lead. The work of Wagner at the bat and in the field has aided the winning of many games for his side. The infield works remarkably smooth for one that has not yet played together for a year, but it does not show the inside ball that Chicago has developed. Were it as strong in this department, there would be nothing to the league race.

It is hoped and expected that Boston under a new manager will make a better showing. Saturday's game certainly gave every indication that such would be the case, as the men played fast and as if they were once more interested in doing the best they could. There are a number of good men on the nine including some of the pitchers, and if they continue to take as much interest in winning games in the future as they did Saturday, they will soon be out of last place in the league race.

ELMO II. TAKES THE DAY TROPHY

Josephine First to Cross the Line in Power Boat Race, but Is Defeated by Time Allowance.

Eight of the 13 power boats which left New York Saturday on the Bay Bridge to Marblehead race crossed the finishing line off Marblehead light before daylight today. They had some rough experiences off the cape last evening, but on the whole the long run was made under most auspicious circumstances. A north sea was encountered throughout the journey until the last leg.

The Elmo II, owned by F. D. Giles, Jr., which sailed under a time allowance of 11h. 37m. 25s., has been declared winner of the contest. C. O. Lailor's Lizzie L. was second and S. W. Grandberry's Irene II. last year's winner, was third. An exciting experience was had by six yachtsmen aboard the scratch boat Kitehawk, owned by Frank D. Green. From some mysterious cause she caught fire while passing through Vineyard sound and was burned to the water's edge. All of the crew escaped, three in the tiny tender and three in the water, and after an arduous struggle were picked up by a schooner. The Kitehawk was a brand new \$5500 boat, of unique model and of which great things were expected. When the fire started she was in the lead and those aboard are confident that she would have proved an easy winner.

The Josephine was the first boat to come across the finish line, coming in at 4:30:45 p. m., being followed an hour and a half later by the Nimrod, Sagamore and Lizzie L. It was nearly three hours later before another boat showed up, when the Irene II, Elmo II, Kitehawk and Square Deal crossed the line in that order.

Boat and owner. Finish. Time. Elmo II, F. D. Giles, Jr. 4:30:45. Lizzie L., C. O. Lailor, S. W. Grandberry 5:25:20. Sagamore, L. C. Wade, S. W. Grandberry 5:26:44. Kitehawk, H. Weisman, F. D. Green 5:26:44. Josephine, J. J. Flynn 5:28:20. Nimrod, J. S. Boyer 5:28:32. Square Deal, C. J. Smith 5:29:13. Niebe, G. McMillan. Not finished. Barbara, W. M. Dineen. Not finished. Northernner, C. H. Randall. Not finished. Kitehawk, F. D. Green. Destroyed by fire.

FINE RACING FOR THE B. Y. C. YACHTS

ISLE OF SHOALS—Ideal weather marked the race of the Boston Yacht Club, now on its annual cruise, from Dog Bar breakwater to this port. Forty-two yachts took part in this event and some lively competition ensued. The wind was from the south and light, affording a broad reach until Thatcher's island was reached, when ballooners were in order. These were soon followed by spinnakers, which were kept set for the six and one quarter mile run to the finish. The summary:

Name and owner.	Elapsed time.	Corrected time.
Cluque, R. K. Dyer.	4:27:25	4:18:05
Gobbo, L. P. Soule.	4:58:11	4:27:41
Al Kier, W. F. Keyes.	5:15:18	4:31:28
Remora, I. Briggs, Jr.	5:38:06	4:42:27
Jean, B. R. Greenfield.	5:50:08	4:46:08
Sagamore, H. C. Wade.	5:52:35	4:46:50
Nike, A. F. Whitmore.	5:52:51	4:46:50
Steen, G. B. Donnell.	5:52:51	4:46:50
Kormak, H. C. Wade.	5:52:51	4:46:50
Fanny, C. E. Pratt.	5:52:51	4:46:50
Varuna, H. C. Wade.	5:52:51	4:46:50
Sotiras, H. C. Wade.	5:52:51	4:46:50
Hoodlum, H. C. Wade.	5:52:51	4:46:50
Aspen, F. D. Houston.	Not taken	
Holmes, N. A. Whitney.	Did not finish	
Sue, T. W. Powers.	Used power	

Name and owner.	Elapsed time.	Corrected time.
Nutmeg, A. C. Jones.	5:57:00	4:48:42
Marlin, L. George Lee.	6:01:22	4:52:41
Marie, Hollis Burgess.	6:16:16	4:58:06
Marie, J. V. Santry.	6:16:07	4:58:06
Al Kier, W. F. Keyes.	6:25:18	4:58:06
Turkey, H. C. Cooley.	6:25:51	4:58:06
Sola, H. B. Bailey.	6:31:15	4:58:06
Goldie, Flint & Rose.	6:42:11	4:58:06
Peachboats, F. C. Merrill.	6:51:12	4:58:06
Sometime, H. C. Wade.	6:49:20	4:58:06
Mona, C. H. Dyer.	6:58:40	4:58:06

The race was the first for the commodore's trophy, for which a prize is offered for each day in each class, and two prizes in each class for week-end trophies. The prizes today were silver-cased clocks, won by the Timandra, the Nutmeg and the Cluque.

The run Sunday was the first for the commodore's trophy, for which a prize is offered for each day in each class, and two prizes in each class for week-end trophies. The prizes today were silver-cased clocks, won by the Timandra, the Nutmeg and the Cluque.

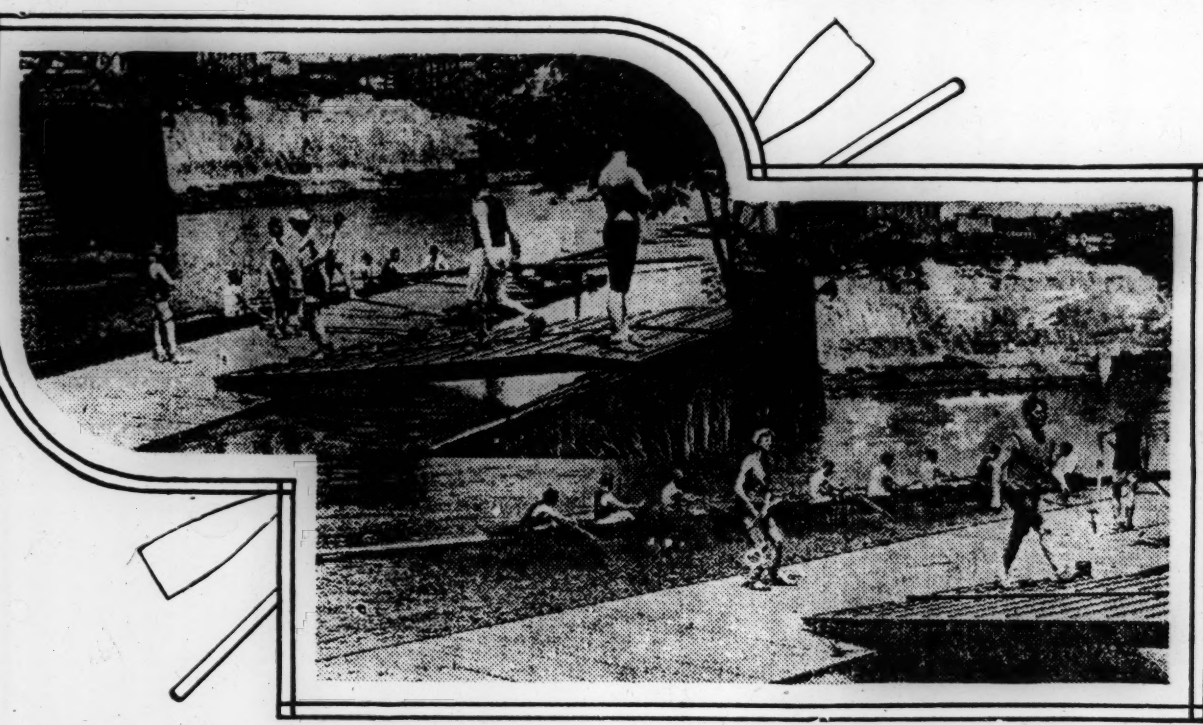
Joe Wood, one of the new Boston American pitchers, made a remarkable record at Cleveland Saturday, when he struck out 10 men in four innings.

Frank Bowmer, who resigned Friday as manager of the Boston Nationals, has been given his unconditional release. He has not yet decided what club he will sign with.

William Clark of the Misquamicut Club won the Tacoma cup Saturday by defeating C. W. Hunt, Jr., in the finals of the open tournament of the Ekwanok Club, Manchester, Vt., 2 and 1. Herman Wendell won the Onda cup.

Harry G. Legg of Minneapolis won the trans-Mississippi golf championship by defeating B. G. Guinard of Des Moines in the finals, 10 and 3. Legg broke the record for the course, making a 75.

Crews Training for the Big Western Regattas



OARSMEN OF THE MINNESOTA BOAT CLUB LEAVING THEIR FLOAT ON THE MISSISSIPPI RIVER.

YACHTS RACING FOR QUINCY CUP

First of Series of Six Contests Started This Morning With Five Challengers and One Defender.

Almost the entire interest of local yachtsmen this week is centered upon the races for the Quincy cup, the first of which will take place today. The trophy is now held by the Quincy Y. C., and will be defended by the Crooner, owned by Charles Francis Adams 2d, designed by A. E. Boardman and built by Lawley. So far she has the best record of any of the sonder boats which have participated in this year's trials. Four clubs have challenged for the trophy. The Boston Yacht Club challenges with the Ellen, owned by Charles P. Curtis, Jr. The Corinthian Yacht Club's challenger is the Sally X, owned by Lawrence F. Percival. The Eastern Yacht Club has challenged and named as Caleb Loring. The Manchester Yacht Club, which was the first to take the cup away from Quincy, will be represented by the Manchester III, owned by a syndicate of members of the challenging club headed by Dr. John L. Bremer. The Ellen is the only one of these contestants which is not a new boat this year. She is a 1906 boat of the design of E. A. Boardman and is especially successful in light airs.

The cup was donated in 1898. It was subsequently won by the Manchester Yacht Club and in 1906 an agreement was reached between the Quincy and Manchester clubs that the deed of gift should be so amended as to exclude freak models from competitions for the cup. The new clause, drafted for this purpose, is to the effect that the measurements of competing boats shall be identical with those built under the rules of the German sonderklasse. It is recognized among yachtsmen that this evolved a much better type of boat for the Quincy cup races and as a matter of fact it is now exclusively sonder boats which are entered for the contests.

The race starts this morning at 11 o'clock. The races will then continue until a choice has been made as follows: Tuesday at 12 noon; Wednesday at 12:30 p. m.; Thursday at 1 p. m.; Friday at 2 p. m.; Saturday at 2:30 p. m. The course will be alternately windward and leeward and triangular. The triangular course will take the boats to the red spar buoy in the Hingham channel and the turning mark, D. off Peddocks island to the starting line and repeat. The straightaway courses will be started either off the club house, or off Raceon island or off the West Cut, and the objective marks will be the turning buoy, A. off Strawberry hill, mark D. off Peddocks island, and the red spar buoy No. 2, in the Hingham channel.

The judges of the races will be John O. Hall (chairman), Rear Commodore F. F. Crane, ex-Commodore F. B. Rice, ex-Commodore H. M. Faxon, ex-Commodore E. W. Sheppard, George S. Moore and W. H. Hudson.

Notes From the Field of Sports

William J. Clothier, ex-tennis champion of the United States, won the Achilles tennis cup at Seabright, N. J., by defeating N. W. Niles, the intercollegiate champion, 6-4, 6-0, 6-8, 8-6.

According to the official average of the American league to July 5, Collins of Philadelphia heads the league with 367. Lajoie being a close second with 350. Detroit led the clubs with 263. Philadelphia second with 257, and Boston third with 255.

J. H. Childs of the Essex County Country Club won the Manchester cup Saturday by defeating P. W. Whittemore in the final round of the open tournament 5 and 4. G. H. Crocker of Alpine won the consolation cup; J. B. Hyland of Vesper the second cup; A. M. Crosby, Chestnut Hill, the third cup, and G. C. Caner of Essex the fourth cup.

RATIONAL GOLF

By Jason Rogers.

Details regarding the play of a few of the holes in the final round of the metropolitan championship won by Walter J. Travis and Frederick Herreshoff may not be lacking in interest to those who did not have an opportunity of seeing the famous match in which Travis won only by completing the last 18 holes in 71 strokes, equalling the amateur record for the course.

Playing the eleventh hole, 350 yards, in the afternoon round, where the driving is between a stone wall making out of bounds on the right and a ditch along the left as penalties for defective direction, the drive is from a tee on the hilltop over a low level and then over a hill. A long, straight drive should reach the crest of this second hill and give the golfer a sight of the green just across the ditch.

Herreshoff used a cleft in order to be sure of holding the line and got away a fine ball just short of the hill. Travis got a trifling hook on his, which made the ball run into the ditch along the left. He dropped back for a penalty stroke, and then with an iron reached the green and ran about 15 feet into the rough grass beyond.

Herreshoff, with the hole apparently his, dug too deep on his second and reached just short of the ditch, but got on within eight feet of the hole in three.

TEN LEADING BATSMEN.

AMERICAN LEAGUE.

Lajoie, Cleveland	350
Collins, Philadelphia	348
Heilmuller, Philadelphia	333
Cobb, Detroit	328
Lord, Boston	315
Hoffman, St. Louis	314
Browne, Washington	311
Curran, Boston	308
Crawford, Detroit	306
Stoie, St. Louis	301

TEN LEADING BATSMEN.

NATIONAL LEAGUE.

Hyatt, Pittsburgh	375
Wagner, Pittsburgh	362
Jackschick, Philadelphia	348
Mitchell, Cincinnati	327
Jordan, Brooklyn	323
Clarke, Pittsburgh	312
Thomas, Boston	306
Niles, New York	296
Ellis, St. Louis	295
Zimmerman, Chicago	288

EASTERN LEAGUE STANDING.

	Won.	Lost.	P.C.
Rochester	46	21	.557
Providence	40	26	.526
Newark	37	29	.514
Baltimore	29	40	.494
Montreal	27	29	.483
New York	26	42	.483
Toronto	23	42	.483
Jersey City	23	43	.483

SUNDAY'S GAME.

Newark 2, Providence 1.

CONNECTICUT LEAGUE STANDING.

	Won.	Lost.	P.C.
Hartford	40	27	.597
Hamden	39	28	.582
New Britain	40	30	.571
Springfield	33	33	.500
Waterbury	32	37	.463
Worcester	42	43	.494
Northampton	30	39	.435
Bridgeport	24	43	.358

SUNDAY'S GAME.

Waterbury 2, Hartford 1.

NEW ENGLAND LEAGUE STANDING.

	Won.	Lost.	P.C.
Fall River	42	27	.609
Lynn	42	28	.600
Brookton	43	28	.606
Haverhill	42	31	.575
Springfield	38	33	.535
Waterbury	26	43	.377
New Haven	25	46	.349
Lowell	24	47	.338

SATURDAY'S GAMES.

Fall River 3, Lowell 4.
Fall River 11, Lowell 2.
Haverhill 4, Lawrence 3.
Lawrence 4, Haverhill 2.
Columbus 2, Toledo 4.

AMERICAN ASSN. STANDING.

	Won.	Lost.	P.C.
Milwaukee	48	42	.544
Minneapolis	50	42	.543
Louisville	47	43	.520
Indianapolis	46	45	.505
St. Paul	41	44	.482
Columbus	40	46	.465
Kansas City	40	45	.470
Toledo	41	48	.460

SUNDAY'S GAMES.

Indianapolis 5, Louisville 3.
Kansas City 2, Milwaukee 7.
Columbus 2, Toledo 4.
St. Paul 3, Minneapolis 2.

GLIDDEN AUTOS ON SECOND WEEK

More Miles Were Covered on the First Five Days' Riding This Year Than Ever Before.

No. Driver.	Car.	Penalties.
1-Jay, Premier	0	
2-Hammond, Premier	0	
3-Rolger, Chalmers-Detroit	14	
4-Wing, Marmion	0	
5-Marmion, Marmion	0	
6-Gager, Maxwell	0	
7-Bernhart, Jewell	0	
8-Jay, Pierce-Arrow	0	
9-Winchester, Pierce-Arrow	0	
10-Bartholomew, Glide	0	
11-Ruse, Thomas	0	
12-Hayes, Midland	37	
13-Searles, White	0	

No. Driver.	Car.	Penalties.
100-Vanderfoot, Moline	0	
101-Wicker, Moline	0	
102-Gregory, Moline	0	
103-Trinkle, Brush	4	
104-Huss, Brush	4	
105-McHesky, Chalmers-Detroit	1	
106-Streiman, Hupmobile	358	
107-Goldthwaite, Maxwell-Hiscoe	67	
108-Williams, Pierce-Arrow	0	
109-Scodell, Pierce-Arrow	0	
110-Goodwin, McIntire	150	
111-Shimp, Jewell	24	
112-Snyder, Mason	24	
114-Moore, Lexington	0	

*Withdrawn.

No. Driver.	Car.	Penalties.
51-Wood, America-Simplex	0	
52-Bomb, Chalmers-Detroit	0	
53-Wallman, Premier	0	

MINNEAPOLIS—The Glidden tourists left here this morning on their day's run to Mankato after having enjoyed two days' rest in this city, where they were well entertained. The contestants in all the events are in a very happy mood as they feel that the hardest part of their long journey is now over and are looking forward to the remainder with much pleasure.

Never before in the history of these runs have so many miles been covered in the first week as was the case this year. The cars have now been over nearly 1000 miles of hard roads, and the way in which they have stood up speaks well for their manufacturers. Few have been penalized and most of the penalties inflicted have been for minor happenings which would not have been thought of in former runs.

The management of this year's tour has been much better than ever before. The starts are made promptly and all the many details incident to such a hard trip are well looked after, making the work of the drivers much easier and giving them a better chance to get enjoyment out of their work. This year's run is much longer than those previously conducted and the going is not up to the standard of eastern roads, so that the improved handling of the affair is doubly welcome by the contestants.

The question of next year's run is already receiving attention from drivers and manufacturers as well as the officials in charge of this year's event. The proposition to hold the run from San Francisco to Boston is receiving much favorable consideration. While no definite action regarding the route will be taken for some little time yet, it is felt that there is a strong possibility of this route being named. Such a trip would be the longest ever undertaken and would submit the cars to a trial over western, central and eastern roads, a test which has never before been undertaken in competition. It would also awaken interest in automobilism in a large section of this country which has not yet become familiar with it.

Travis, playing for safety, put his ball up to within six inches of the cup, probably thinking himself safe for a win. Herreshoff, after careful observation of the moderately rolling surface of the green, ran down his putt for a three and got the half.

Again, on the thirteenth hole, 280 yards, in the morning, Herreshoff escaped from the loss of a hole by a narrow margin by a brilliant putt after Travis looked like a sure winner. The drive is slightly down grade. Rough grass is on either side. A ditch is back of the green for an over approach, and there is a sand trap off the right edge of the green.

Travis got a moderate slice on his drive which reached the edge of the rough along the right. Herreshoff got away a hooked ball which reached close to the base of a tree and left him an extremely difficult shot to play. On his second Herreshoff was overstrong, his ball going across the green and rolling in the sand trap.

Travis, with the hole apparently his, as an easy four looked good enough to win, merely pitched to the green with 10 in feet of the cup. Herreshoff pitched out of the trap to within about 15 feet of the pin and ran down the putt. Travis then missed his putt, so Herreshoff escaped with a half.

Another very fortunate brilliancy for Herreshoff was on the fourth hole, 325 yards. The drive is blind over the crest of a rise, and then the going is down grade, with the green on the sloping side hill beyond. Rough grass and a road are along the right.

Both got short drives against the wind. On their second, Travis was 15 feet short of the green, and Herreshoff got on, but 30 or 40 feet to the left of the pin. Travis pitched dead to the hole for apparently a sure hit.

Herreshoff had a lot to do to get his ball dead to the hole on that fast sloping green even

BOSTON MOTORISTS TODAY OPEN BATTLE WITH TRAFFIC LAW

A vigorous contest to prove the nullity of the present street traffic regulations in so far as automobiles are concerned is to be made in Boston.

Today the Automobile Legal Association sent out word to their 3000 members to appear such cases as come up for a hearing in the lower courts of Boston. All automobilists are asked to join in a general movement to have auto drivers do this.

The Automobile Legal Association is advising persons summoned to court for alleged violation of the street traffic regulations to plead not guilty, and to tell the court that they could not violate a law that had been revoked. Then when the fine was imposed to carry the case on appeal to the superior court.

This is expected to throw a great many automobile cases into the superior court, but it is anticipated that with the decision of this court in the case of Samuel B. Fisher vs. the Commonwealth, all other appeals will be disposed of in record time.

Police Commissioner Stephen O'Meara in discussing the situation stated that all persons who are summoned to court for driving automobiles in violation of the street traffic regulations, if they pay their fine will stand no chance of having money refunded, even though the decision of the superior court is contradictory to that of the lower court.

The corporation counsel office of the city and the Automobile Legal Association are anxious to get an early opinion from the superior court, so in case the decision upholds the street traffic regulations the matter in the Fisher case can be taken to the supreme court.

For this reason District Attorney Hill will be asked to try and get the Fisher case before the superior court before that body closes for the month, some day this week.

If this is impossible the case will go over until next month or later. When court closes this week there will be no session until next month.

The police are hopeful, with the city government, that the case will be decided in their favor even by the highest tribunal in the state.

LIGHTING CONTRACT FOR SIDE STREETS DEFAULTED TODAY

(Continued from Page One.)

made no request of him to delay in making a contract. He may award the contract to the Rising Sun Company, or he may call for new bids.

Some who have studied the matter favor a municipal plant; but that this does not seem possible at the present time is generally admitted.

The city now pays the Rising Sun Company at the rate of \$286,000 for the present gas lighting. Its recent bid was approximately \$248,000.

The Greater Boston Illuminating Company is a company recently organized and it is said that it has found difficulty in selling its stock. Before it could get any return from the city it would have to spend \$150,000 in apparatus. The Massachusetts Bonding Company, it is understood, has refused to give the required bond, unless \$250,000 of stock had been sold and paid for.

The original amount that the bonding company required was \$125,000, but this amount was later raised. Two of the officers of the company, William A. Rumpf and Carl A. Faaigren, called at the office of Superintendent Emerson during his absence today, but made no offer to comply with the specifications of the contract.

LYNN STOREHOUSE START TOMORROW

LYNN, Mass.—Ground will be broken tomorrow morning on Pleasant street for a concrete storage warehouse, which will be one of the largest in New England. The work will be done by the Eastern Concrete Construction Company of Boston. The building will be an exact duplicate of the present structure of the Lynn Storage and Warehouse Company. William T. Reed, construction engineer, expects the building will be ready for occupation by Jan. 1, 1910.

CHURCHES ACTIVE IN WEST ROXBURY

Several West Roxbury churches are holding a series of union services during the summer months. The services for the Rosindale Methodist, Baptist and Congregational churches will be as follows: July 25, Congregational Church; Aug. 1, Methodist Church; Aug. 8, Congregational Church; Aug. 15, Baptist Church; Aug. 22, Methodist Church; Aug. 29, Congregational Church; Sept. 5, Methodist Church.

TINPLATE MILLS RUN SHORT

NEW KENSINGTON, Pa.—Little progress is being made today at the local plants of the American Sheet and Tinplate Company in replacing the strikers. No attempt was made this morning to operate the lower plant, while the upper plant had been able to muster only one hot mill crew.

News in Brief Gathered Today from Towns and Cities in Massachusetts

LYNN. Companies D and I, eight infantry, of this city, Maj. William H. Perry commanding, will participate in President's day exercises at Gloucester, Aug. 4.

The Journeymen Barbers Union will have Monday afternoons off indefinitely.

Petitions are being circulated for an extension of the Boston & Northern transfer system on the Saugus and North Saugus lines.

The E. C. Fisher Company has taken over the Ballard tannery at Woburn and the Vaughn tannery in Peabody.

Lynn lodge of Elks will hold an all-day outing at Point of Pines, Thursday, Aug. 5.

Commodore Harry E. Bessant of the Lynn Yacht Club has donated a silver trophy for the winner of a 23-mile race for auxiliary cruising yachts to be sailed between Lynn and Nahant on Aug. 1.

The Y.M.C.A. boys are camping at Sebago Lake, Me., for two weeks.

Efforts will be made at a meeting in Lesters' Hall, this evening, to settle the differences between the Packing Room Employees' Union and manufacturers.

WELLESLEY. The gas company has been granted a permit by the selectmen to extend a main to the parsonage of St. Andrew's Church, Washington street, occupied by the Rev. George Nattress and family.

The physical director of the Wellesley Y.M.C.A., Joshua E. Fabian, and a party of boys, who have been spending their vacation at Tylerville, Conn., are expected home early this week. The party made the trip on bicycles.

Miss Flora E. Pope of this place, who has been chosen assistant superintendent of the Lynn public schools, will enter upon her new duties upon returning from a vacation trip. Miss Pope will receive an annual salary of \$1500, the largest paid any woman in the school department there. During the past few weeks she has been a teacher in the Marshall College, Huntington, W. Va.

WEST ROXBURY. The following new firemen have been assigned to the West Roxbury district: Charles A. Glennon, 149 Caroline avenue, Jamaica Plain, to engine 30, Canter street, West Roxbury; Thomas P. Rossiter, 213 Eustis street, Roslindale; Dennis J. Bageley, 37 Hampden street, Roslindale, to engine 45, Roslindale.

Drill Master Martin A. Kenealy will start another school for firemen as soon as his vacation, which starts July 20, is over.

Sunday evening a band concert will be given by the Boston music department at Pine Bank, Jamaica Plain.

CHELSEA. The Retail Clerks Association will have its annual trolley ride Wednesday evening, Aug. 4, and will go to Nahant.

The board of control has instructed City Engineer O'Brien to report the number of street signs needed and the cost.

The corner stone of the new Masonic Temple on Broadway is to be laid July 24.

Settees have been placed in the park in Chelsea square by the board of control.

DORCHESTER. The Junior Helpers Bays Club of Dorchester Center has elected the following officers: President, Eben O. Smith; vice-president, Herbert Rockwell; recorder, George Rockwell; assistant recorder, Charles W. Blackie; treasurer, Roderick J. Peters; assistant treasurer, Howard C. Maybury. Louis B. Torrey has been re-elected general secretary. The club will have a summer camp this summer on the North Shore.

The Winthrop Yacht Club at the regular meeting tomorrow night will consider an amendment of the by-laws relating to the term of office of the directors.

The Ladies' Unity Club will hold a whist party at the New Winthrop Hotel for the benefit of a home in Roxbury on Friday.

WALTHAM. A steam heating and ventilating system is being installed at the Jonathan Bright School on Grove street to replace the old hot air system. The new system will cost between \$3000 and \$3500.

STONEHAM. The Woman's Relief Corps 65 will celebrate its sixth anniversary July 23 by taking a trolley ride to Lynn Beach and having a fish dinner.

At a postponed meeting of the Stoneham Traders' Association it was voted to have the annual picnic at Salem Hills July 28.

BIG SUGAR TRUST MAN IS ARRAIGNED

NEW YORK.—John Mayer, one of the directors of the American Sugar Refining Company, who was in Europe when the indictments against the company and individuals were brought in the United States circuit court July 6, was arraigned before Judge Hand today and through his counsel, Thompkins Melvaine, entered a plea of not guilty.

Judge Hand said that the other cases were set down for demurrer for further pleading tomorrow.

Mr. Melvaine said that he thought he would be prepared to go on with the case at that time. Judge Hand decided that the defendants must answer tomorrow, when he would rule on a motion for a further adjournment.

MALDEN.

In the monthly report of the metropolitan water board, just made public, Malden has the record for water consumption. The city has used but 47 gallons per capita during the past month, while her next nearest rival, Melrose, used 70. Boston used 149 gallons, the largest of any city in the district.

A mixed choir of boys and girls has been organized at the Methodist Church and they are to render music at all of the services during this and next month.

The second in the series of open air meetings at Pine Banks, a park controlled by the cities of Malden and Melrose, was held yesterday. George A. Smith of Medford was the speaker and solos were rendered by W. A. Robbins of Stoneham.

Hereafter the words, "Correct weight for one cent," appearing on penny in the slot machines will have no idle meaning, for William E. Dunn, sealer of weights and measures, is going to make a tour of the city and any machines which don't weigh correctly will be promptly condemned.

REVERE.

The United Spanish War Veterans are to have a reunion and field day at Point of Pines, July 24.

The Good Government Association organized recently began its first active work by a petition to the selectmen regarding a camp at one of the beaches.

The Beachmont Tally-Ho Club will have its annual ride Monday afternoon and will go to Salem Willows.

The committee appointed at the town meeting to consider what can be done to advance the interests of the town has held a meeting and appointed Arthur B. Curtis, chairman and John E. Pingree, secretary. They intend to take up active improvement work in the fall.

The Republican town committee is to have a mid-summer outing at Bass Point July 21.

BEVERLY.

Commodore William E. Adams and Capt. Arthur T. Gorman of the Jubilee Yacht Club and Charles Wilson of Haverhill, returned this morning from a two weeks trip along the Maine coast in the power cruiser Comfort.

Three Beverly men are prominent at the exhibit of the United Shoe Machinery Company at the big Boston Shoe and Leather Fair. Sidney W. Winslow, Jr., has charge of the pulling-over exhibit; F. W. C. Foster has charge of the repair exhibit and Harry S. Pearson is in charge of the eyelet exhibit.

The Sarah W. Whitman Club will meet Wednesday afternoon with Mrs. Duncan T. Smith.

NEWTON.

Representative Howard P. Converse of Abundant announces that he will not be a candidate for reelection next fall. Ex-Alderman George H. Ellis of West Newton, who has been urged to be a candidate, is considering the matter.

During the vacation of the pastor, the Rev. Dr. George T. Smart, the pulpit of the Newton Highlands Congregational Church will be occupied by the following ministers: Aug. 1, the Rev. Dr. E. M. Bishop, Oak Park, Ill.; Aug. 8, the Rev. Dr. Clarence A. Young, Roxbury; Aug. 15, the Rev. William E. Strong, Newtonville; Aug. 22 and 29, the Rev. Dr. Isaiah W. Sneath, New Haven, Conn.

MEDFORD.

Medford's tax rate for the current year has just been announced. It is \$20.20 per thousand, a reduction of 60 cents from the rate of one year ago. The valuation of the city has increased \$400,000 in the same 12 months.

LONGEST ELEVATED TERMINAL IN WORLD IS AT FOREST HILLS

(Continued from Page One.)

work of medallion work, copper coping, panning and other decoration, it resembles more closely Parisian masonry than any other style of architecture and decoration.

The Forest Hills terminal is largely of concrete, technically referred to as concrete facing on a steel skeleton. This style and method of concrete work is quite new, at least to this section of the country, and though not an experiment, is something novel to the contractors themselves.

Instead of being erected upon an economical basis to meet the bare needs of the public with no view to pleasing the eye, the Forest Hills terminal will be ornate, massively simple, and in harmony with its surroundings.

One thing is certain, say the engineers, there can be no confusion on the part of passengers as to exits and entrances. There is one big entrance on one side and one big exit on the other; everybody on each side will be traveling one way only. Above all, the structure is absolutely fireproof.

Surface cars are to run underneath at Dudley street, only on a direct line, and from this transfer point they may reach the elevated by a broad escalator or by two flights of stairs.

It is expected now that the terminal will be ready for occupancy about Oct. 1.

START NEW LOWELL HOUSES.

LOWELL, Mass.—Work has been started on the first of three six-tenement buildings to be erected on Pawtucket Street.

NAVAL MILITIAMEN TO BE ASSIGNED TO FLEET WORK TODAY

PROVINCETOWN, Mass.—Rhode Island and Connecticut naval militiamen, who arrived here Sunday on the cruiser Prairie, today are to be divided into squads of 600 old men and officers and sent aboard the battleships for regular ship instruction.

Instruction is to include watches, quarters, battery work, abandoning ship and the like, under the supervision of both the regular officers of the division and their own officers, who will be attached to the watch of the regular division officers. Fire control, repelling and making attack on the surface and under water fighting ships; in fact, the alphabet, at least, of the art of naval warfare of the present day will be installed into their minds under mimic battle conditions during the six days they will remain on the ships.

Admiral Schroeder has issued an order which requires the sailors to alternate with the marines in guard duty.

The Atlantic fleet anchored off Provincetown also was augmented Sunday by the arrival of the battleship Nebraska from New York.

The colliers Hannibal, Abarenda, Leonidas and Sterling are here, and the cutter Brutus is daily expected. The cruisers North Carolina, Montana and New York are on their way from Naples, two days out of port, to join the fleet.

About the usual complement of ships' men, 2000, including men of the colliers, etc., came ashore Sunday for sightseeing. The postoffice force of five was working to the limit Sunday caring for the stacks of incoming and outgoing letters and papers. The nine pouches which came in weighed about 800 pounds. They contained about 60,000 letters and postcards.

Only three torpedo boats are now here, but the other nine of the fleet will arrive tonight, after a day spent in Cape Cod bay.

Sunday was visitors' day on the ships, and the attraction brought to this historic town thousands of visitors.

John Adams, naval contractor, is probably one of the busiest men here. Mr. Adams has furnished the foodstuffs for the fleet at its summer rendezvous here since first target practice was begun in Cape Cod bay in 1905. His water force includes 25 boats of small tonnage and 50 men; his land gang—store clerks, meat cutters, teamsters and lumpers—numbers 20.

Tons of fresh meat are daily consumed on the fleet. Vast quantities of fruits of all kinds are needed constantly for the various messes. The freshest eggs, milk, butter and vegetables are none too good for American bluejackets, in the opinion of the department heads, who insist upon delivery of first-class food.

STRIKERS QUIET IN PENNSYLVANIA

PITTSBURG, Pa.—Although non-unionists are filling the places of the 5000 striking workmen of the Pressed Steel Car Company's plant this morning everything is reported quiet at McKees Rocks. According to officials of the company 2000 men filed into the plant this morning ready for work.

President Hoffstet today said: "With the proper police protection we expect to be working our usual quota of men by Wednesday."

No effort has been made by the company's officials to import men.

The strikers today are peacefully awaiting the result of the hearing expected tomorrow on the suit brought by the Public Defense Association to compel arbitration.

The association seeks to enjoin the strikers from trespassing upon or destroying the property of the company and to enjoin the company from discharging the striking employees, or from importing non-union men.

The ground taken by the association is that, as the expense of the strike is being borne by the taxpayers, they should have some say as to whether or not the strike continue a day or a year.

The chief grievance of the strikers is not the smallness of the rate per hour, but the lack of a fixed hourly rate.

BUTLER, Pa.—A detachment of state constabulary today is guarding the Standard Steel Car Company property of Lyndora.

Workmen generally remained away from the plant this morning, not trying to go to work and everything was quiet.

NORTH END HOUSE IS BURNED TODAY

A tenement house fire occurred early today at 17 and 19 Morton street, North End.

The houses were inhabited almost exclusively by Poles. There was but one fatality. Great service was rendered by Patrolmen Deineger and Murphy in getting the people out through the windows of the lower floors. Those in the upper stories escaped over the roofs of the adjoining houses.

QUERY ELECTION OFFICERS.

The mayor's office, Cambridge, today is sending out notices to former election officers to learn if they wish to act for the fall election. There are 432 of these men and the law requires that all shall be confirmed before Sept. 15.

COPELAND LECTURE TONIGHT.

Charles T. Copeland, an instructor in Harvard University, will lecture tonight at 8 o'clock in New Lecture Hall, Cambridge on "Charles Lamb as a Man." This is one of a free series. The next is scheduled for Wednesday at 8 o'clock in the Fog Lecture Hall.

NEW BOSTON STOCK EXCHANGE PLANS TO BE SEEN TOMORROW

White Sandstone Building With Giant Dome Is General Idea, but Details Will Be Worked Out After Site Is Decided Upon at Special Meeting.

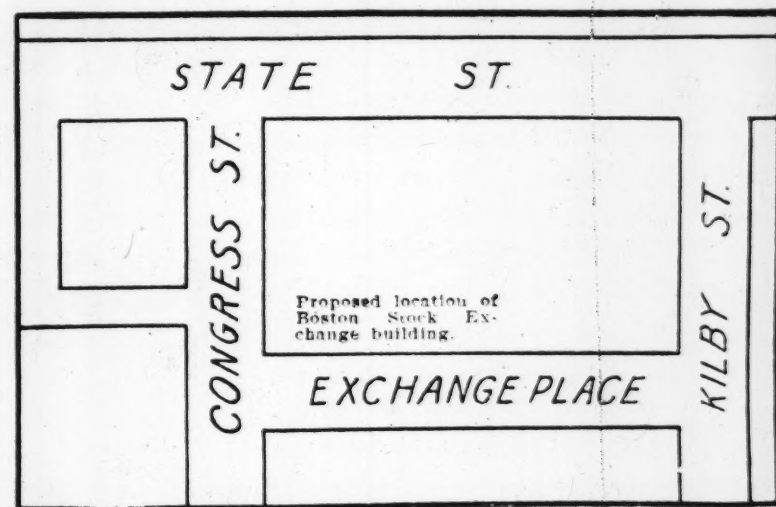


DIAGRAM OF PROPOSED SITE OF NEW BOSTON STOCK EXCHANGE. Illustration shows exact location of prospective home of financial institution at corner of Congress street and Exchange place.

The proposed new Boston Stock Exchange at the corner of Congress street and Exchange place will be a white sandstone building of imposing appearance with a giant dome, according to the general plan to be presented to the members at the special meeting tomorrow.

In the basement provision is made for a large banking room suitable for a bank or banking house, while all the space above will be for the exclusive use of the exchange. The proposed new

quarters will be of the same general height as the present building, with the added space of the dome making about 80 feet from the floor to the top of the dome, compared with about 37 feet at present.

The details of the plan will not be worked out until the members of the exchange have taken favorable action on the Exchange place site, which will be recommended by the governing committee.

LEATHER FINDINGS DEALERS WILL HOLD MEETING IN BOSTON

The fifth annual convention of the National Leather and Shoe Finders Association, which begins in this city tomorrow and continues throughout the week, bids fair to be one of the most successful in the history of the organization.

In addition to the business sessions for members, an elaborate program of entertainments and excursions has been arranged by the local committee headed by President Frank W. Whitcheer of the New England association.

Already a large number of the delegates with their wives are in the city, one of the first arrivals being A. J. Ehlers of Chicago, a member of the executive committee. Upward of 200 members of the association and their families are expected.

The headquarters of the convention will be at Hotel Somerset, although some business sessions are to be held at the First World's Shoe and Leather Fair Building in Cambridge. Tomorrow forenoon will be devoted to registration, the informal welcoming of members and their friends by the local reception committee, and a meeting of the executive committee.

The convention will formally open in the assembly hall of the fair building at 2:30 p. m. tomorrow, and in the absence of Mayor Hibbard Acting Mayor Frederick J. Brand will officially welcome the members on behalf of Boston. The acting mayor and Mrs. Brand will also take the place of Mayor and Mrs. Hibbard at the reception at Hotel Somerset, Thursday evening, previous to the banquet.

President and Mrs. Henry Kleine will head the receiving line.

On Wednesday morning the ladies of the party will be given a trip to points of historic interest in and about Boston, and in the afternoon the entire delegation will take a trip down Boston harbor and have a fish dinner as the guests of Charles E. Baker.

The social program for Thursday will include an automobile trip for the ladies along the North Shore with dinner at Hotel Hesperus at Magnolia.

Friday the members and their friends will be the guests of the patentees and makers of friction plug rubber heels on a trolley trip to Lexington and Concord.

The states represented in the National Association include Massachusetts, California, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, New York, Ohio, Oregon, Pennsylvania, Rhode Island, Washington, Wisconsin, Tennessee and Louisiana.

LAY CORNER-STONE OF UNION CHURCH

CONCORD JUNCTION, Mass.—The corner-stone of the enlarged Union Church building was laid Sunday evening. The new structure with the furnishings will cost about \$20,000. The work will be completed in December.

The building committee in charge of the work is William H. Wood, John G. Loring and Justin W. Ford.

The exercises at the laying of the corner-stone were conducted by Deacon George F. Knowles, the treasurer of the church.

The laying of the corner-stone was performed by the pastor, the Rev. Silas N. Adams.

Addresses were given by the Rev. George A. Tewksbury, the Rev. M. A. Farren and the Rev. Mr. Adams. Prayer was offered by the Rev. E. F. Hunt.

BIG ENFIELD WATER RESERVOIR STORY IS DENIED HERE TODAY

(Continued from Page One.)

feet above the level of the river. The length of the dam would be 2470 feet.

It is stated by spokesmen for the board that the idea for a big storage basin at Enfield originated 14 years ago in a report of the state board of health in which the present Wachusett storage basin was recommended and on the basis of which it was subsequently built. Furthermore, it is said that the board has neither spent a cent nor given any time to the proposition of a storage basin at Enfield because of the remote need of such a basin.

In the report recommending the Wachusett basin, it was advised that if in the future the Wachusett dam and basin proved inadequate to the needs of the district the proper place to erect a second would be in the watershed of the Ware River valley, west of the Wachusett basin, and that if the needs of future population should demand still another increase in the storage, that another dam might be built in the Swift river valley, where Enfield is located.

It is definitely stated that, according to the recommendations, the Ware river basin would be built before the Enfield basin, but that it probably will be nearly half a century before the Ware river dam is needed.

NEW "LOBBY ACT" PAYMENTS TODAY

The following additional returns under the "lobby act" are on record today with the secretary of state:

Catherine Coughlin paid David J. Maloney \$300 for securing \$1000 for her on account of the loss of her husband in the Chelsea fire. The National Association of Audubon Societies paid E. H. Forbush for his expenses in connection with legislation. Christopher Nitz paid George Holden Tinkham \$250 for his services on the bill to permit the sale of soda, ice cream and confectionery on Sunday.

The town of Scituate paid Harvey H. Pratt \$400 for legal services on the bill to change the boundary line between Scituate and Cohasset. The New England Telephone & Telegraph Company paid Powers & Hall \$2810 as legislative counsel. C. E. Davis received a fee of \$1200 and expenses of \$585 as legislative agent, and the company states that it paid to Frank E. Dikerman, also a legislative agent, nothing but his yearly salary.

The Columbian National Life Insurance Company paid Hollowell & Hammond \$850.

ST. LOUIS TO SEE TAFT IN OCTOBER

WASHINGTON—President Taft will visit St. Louis during the last week in October or the first in November and will take a trip down the Mississippi to New Orleans, to attend the convention of the deep waters congress.

The President gave his promise today to a delegation from St. Louis who came to extend the invitation.

The delegation presented to the President 25 letters from as many Governors of states, who urged the President to make the trip.

COAL SHEDS DAMAGED BY FIRE.

A fire loss of about \$4000 occurred early Sunday evening in the coal sheds of the Boston Elevated Railway Company on Lincoln wharf.

WATERTOWN URGED TO TAKE MR. FOSS' SCHOOL SITE OFFER

The special committee that has had under consideration Eugene N. Foss' offer to Watertown of a site for a new high school has recommended that the town accept the offer and a special town meeting will be held at an early date when the report will be read and the citizens given an opportunity to vote on the matter.

The committee has received from Mr. Foss a formal offer to convey to the town at any time desired the parcel of land that the committee has decided would be the best located for the building.

The second offer that Mr. Foss is planning to make to the town, of a site for a town hall, primary school, high school and engine house as well as \$50,000 to help in the erection of the same providing a like sum can be raised among the citizens of the town, it is believed, will be read at the forthcoming town meeting, and at that time voted on.

This offer has been received in a variety of ways. Some of the people think that it would be a grave mistake to move the town hall to that section of the town where Mr. Foss' land is situated, while others are of the opinion that that is a good location for it. These last agree that the square or business section is now too near Newton, and that if the town hall were built on the Foss land, the business of the town would follow it and the square would then be nearer the geographical center.

There is also considerable doubt as to whether the necessary \$50,000 could be raised by subscription. A good many have expressed their willingness to subscribe for a new high school on the Foss land, but they do not believe in putting the town hall there.

SOUTHERN FRUIT STEAMER ARRIVES

The Admiral Dewey of the United Fruit Company's fleet, arrived in Boston today from Jamaica ports. Captain Davidson reports that about 10:30 o'clock Sunday morning, in the neighborhood of the Nantuxet South Shoals lightship, the steamer passed through a large amount of wreckage, including a section of deckhouse painted white, a lot of lumber and many fish barrels.

In the captain's opinion, a fishing vessel and a lumber carrier had collided, the fisherman was sunk, the lumberman losing its deck-load. The Dewey left Port Morant, Jamaica, last Wednesday, Charles S. Cotter, son of the fruit company's manager at Morant bay, was one of a number of passengers. The vessel brought 27,800 bunches of bananas, a quantity of lime juice, green limes and cashew nuts.

SWAN ISLAND KING IN BOSTON TODAY

The "King of Swan Island" arrived in Boston today on the United Fruit Company's steamer Limon from Port Limon, Costa Rica.

CONFEREES ADOPT THE AMENDED TAX FOR CORPORATIONS

(Continued from Page One.)

receipt thereof the entries should be finally liquidated at the rates provided for under the new act.

"When the act becomes operative the department will issue instructions continuing existing regulations wherever applicable, and will prescribe such further regulations as may be required.

"In case of doubt as to the proper construction to be given to any of the provisions of the new tariff act, or as to the proceedings to be followed thereunder, collectors should request the instructions of this department in order that uniformity of action may be secured in the administration of that act at the various ports."

Urge Upon Taft Necessity of Duty on Raw Materials

President Taft in his now famous "downward revision" statement of last week, on raw materials, said that he was open to conviction as to whether there was real necessity for a duty upon hides, coal, lumber, oil and iron ore.

The 18 Republican senators who have agreed to stand together in opposition to the placing of these articles upon the free list, have now undertaken the task of convincing him.

They have appointed a subcommittee to wait upon the President this afternoon to present to him their arguments against material reduction upon these articles. The committee consists of five members, as follows: Senator Elkins of West Virginia, who will argue the coal proposition; Senator Piles of Washington, who will present the argument in behalf of lumber; Senator Warren of Wyoming, who will defend the duty on hides; Senator Curtis of Kansas, who will demand that the oil fields of the middle West shall be protected by the countervailing duty against Mexico and Canada; and Senator Smith of Michigan, who will argue for the retention of a duty upon iron ore.

Although the 18 senators say they will stand firmly to their guns, they realize that a compromise must be the outcome of their fight.

WASHINGTON—The prevailing opinion in this city after the lapse of nearly three days, is that the President has not greatly cleared the tariff situation by his statement issued from the White House last Friday evening. The statement contained nothing new, so far as the conferees are concerned, for Mr. Taft from the beginning has been talking to them the very things that he put into his statement. The statement carried no news to the country, for the country no doubt assumes that the President meant what he said about "downward revision" in his speeches last year.

The importance of the President's views, as the matter is looked at in this city today, will depend entirely on the force which he uses in urging them.

In short, the President cannot speak softly to the conferees without at the same time carrying a big stick.

Thus far the President has not indicated that it is his purpose to exert pressure on the conferees. His statement of last week does not say that such is his intention. It merely tells the country what he would like to have the tariff bill contain.

There is a strong feeling here that the President has waited too long to accomplish anything while he has intervened while the bill was being whipped into shape in the Senate, it is the universal belief that he could have controlled it.

One of the reasons why the President has failed to improve his opportunity by intervening to insure downward revision, has been his desire not to take away from the leaders of the two houses of Congress the credit for whatever they might do to make a satisfactory bill.

This explanation, which is authoritative, will help the people understand why the President has so persistently kept his hands off. Whether it will secure from them an endorsement of this policy of non-interference is another question. In all low tariff sections of the country it is feared here that the President will be sharply censured when it becomes known, as it eventually must, that downward revision failed to a large extent solely because the President had a superstitious regard for the proprieties and did not want to do anything that would take away credit from the leaders of the two houses.

This Week Is the Crucial One in Tariff Conference

WASHINGTON—This week promises to be the crucial one in the tariff fight. It will determine the extent of the concessions that the President can wring from Congress in the direction of lower rates.

The members of the conference committee, as a body, profess to be with him in his desire for reductions, but the very practical question before him is to secure the votes to pass a bill carrying these lower duties and in this lies the hardest part of the work to be done. It is there that the influence of the President must be exerted to the utmost, and upon his success depends the outcome. The result undoubtedly will be a compromise.

The conference committee met at 10 o'clock today, with the expectation of having before them the new draft of

the corporation tax. Several of the conferees have already seen this, which has been prepared by Attorney-General Wickensham and have expressed themselves as satisfied with it. No difficulty is, therefore, expected in securing its adoption.

Manufacturers Propose Blanket Tax on Incomes

NEW YORK—The board of directors of the National Association of Manufacturers has issued the following official statement "to the Congress of the United States":

"It is an injustice that our working classes be subjected to indignities by patronizing politicians.

"We therefore recommend, if necessary for income purposes, the enactment into law of a measure providing a just and equitable tax upon all citizens, exactly in proportion to their ability to assist in the support and receive the benefits of what we esteem to be the best government on earth.

"As an illustration, we recommend one eighth of 1 per cent on all incomes. This would require 75 cents from the man who receives \$600 a year and \$1250 from the man who receives a million a year.

Urges Department Rule By Business Commission

WASHINGTON—Samuel W. Smith of Michigan, chairman of the committee on the District of Columbia of the House of Representatives, has discovered, he thinks, what is needed most of all to put the federal departments generally in this city and throughout the country on the much-talked-of business basis.

Mr. Smith would have a commission appointed, composed of business men of high standing, to take charge of the departmental work of the government, and to devote themselves to it as they would and as they have done to their own business affairs. He would pay these men salaries as high as \$25,000 a year, if they could not be secured for less, and let them go ahead and apply business methods to Uncle Sam's business.

Farm Question Greater Than Tariff, Says J. J. Hill

ST. PAUL—James J. Hill is home from Labrador.

"Do you think the Aldrich bill has an important bearing on the prosperity of the country?" he was asked.

"I'll tell you what would have an important bearing on the prosperity of the country—if all the members of Congress went right home now and stayed home for three years.

"People are hanging on the tariff changes, as if their bread and butter depended on it. The tariff is not the most important question of today.

"What is the cause of wheat selling at \$1.25? Most people think that Jim Patten is the answer to that. Could Jim Patten be the cause of mills in Ohio closing down? People don't realize new conditions. A few years ago from two thirds to three quarters of the people were living on the land. What is the case now? About 65 per cent of the population of the country are living in the cities. The question is: Can the 35 per cent feed the community?"

"How will the people get back to the land finally? Better methods of farming?"

"Empty stomachs," said Mr. Hill.

Prof. Atwood Deplores Aldrich Tariff Power

BERLIN—Prof. George S. Atwood, secretary of the American Association of Commerce and Trade in Berlin, has just returned from a three months' trip to the United States on behalf of his aggressive and successful organization.

When he reached town he found a shoal of letters awaiting him from German merchants beseeching him for the latest light on the tariff situation, and particularly the prospects of concessions to Germany.

"I'm simply telling everybody," said Professor Atwood to a correspondent, "what President Taft told me when I myself sought for light. The President said: 'Ask Aldrich.'"

"That is what the Kaiser and his eager tradesmen and subjects have got to do too. As far as a commercial treaty is concerned, they must ask Aldrich. It was not astonishing, but an altogether humiliating spectacle to find our whole international trade problem practically subject to the whim of one autocratic senator.

BOSTON BRIEFS

Postoffice Inspector Charles M. Perkins, connected with the Boston office, is back at his post of duty again after a two months' absence in the West.

Mme. Gookin, proprietor of a fashionable millinery establishment at 13 Temple place, was today forced into bankruptcy by creditors for an aggregate sum of \$731.03.

Owing to an act of Congress of July 2, 1909, the United States civil service commission has canceled the quarterly stenography and typewriting examination which was to be held in Boston on Oct. 27. The date has been changed to July 26.

ST. PAUL'S MEETING HEARS SERMON ON MEN WITHOUT WORK

The Seabury Society's noon meeting was addressed today by Alexander F. Irvine of the Church of the Ascension, New York, in St. Paul's, Tremont street. Mr. Irvine's appeal was for an awakening interest in the great number of deserving unemployed. He will speak again tonight at 8 o'clock in St. John's Chapel, Cambridge.

Miss Emery, a well-known missionary, arrived today and will speak tomorrow on "A Missionary Tour of the World." The Rev. Harvey Officer, Jr. also comes today to open his classes in Bible study. The Rev. Dr. Samuel Hart began his studies in prayer this morning at 10 o'clock.

This week will see a much larger attendance at the school than last week. Many women's societies will hold meetings this week. Friday a conference of women of neighboring parishes will be called at which plans for a winter campaign will be discussed. The men will hold their conference on the same subject Friday at 8 p. m. in St. John's Chapel, Cambridge. Eugene M. Camp of New York, president of the Seabury Society, will speak.

Almost daily excursions are planned for those attending the summer sessions in the Episcopal Theological School, Cambridge. This afternoon at 4 o'clock they will be escorted by Henry W. Longfellow's grandson through the Craigie House, Longfellow's home. Tomorrow they will go by special car to Lexington and Concord and Wednesday they will visit the Old North Church. A trip to Plymouth has been planned for next Monday.

MINISTER PREDICTS OCCUPATION A NEW OF OLD PALESTINE

The Rev. Robert Cameron of Boston, according to today's New York Press, in a discourse in the First Baptist Church, Seventy-ninth street and Broadway, Sunday evening, said Palestine would be the seat of the Jewish empire which is to arise after the Jews have acknowledged Christ, and that Babylon will then be the world's commercial center. He quoted from both Testaments to prove his statement.

We owe the Jews a debt of gratitude, he said. They have given us our religion, and our jurisprudence was given by the greatest lawgiver the world has ever known, Moses. When the laws of our own country prove inadequate we have to appeal to the law of Moses.

Why have we so many Jewish professors, bankers and merchants, and why is it that the Jewish boys and girls in our schools and colleges are so far ahead of their classes? Because their men and women obey the law of Moses.

Today there is no people on the face of the earth so free from idolatry as the Jews. They have no images—nothing. But they are absolutely destitute of spiritual life. They have no thought of bowing their heads to Jesus Christ or of going back to Palestine, but of acquiring land in the nations in which they are being persecuted and of gaining commercial supremacy and to rule the world.

For the first time since they were driven out of the door of Palestine has been opened to them by the Young Turks. There are no more than 250,000 in that fertile country, which can hold 45,000,000. They'll go back. By and by they will have their country. But they all won't live there. All Americans don't live in America.

Banker Schiff Opposes Zionism as Impractical

BUFFALO, N. Y.—Jacob H. Schiff considers "Zionism" impracticable and advocates a much wider dispersal of the Jewish immigrants in the United States than now takes place. He made the closing address of the thirteenth annual summer assembly of the Jewish Chautauqua Society here on Sunday.

The only solution of the problem is the better distribution of the Jews throughout the West through the ports of Galveston and New Orleans.

These officers were elected: Chancellor, Dr. Henry Berkowitz of Philadelphia; home secretary, Charles Edwin Fox of Philadelphia. It is likely next year's assembly will be in Cleveland.

ALLAN LINE SALE SQUARELY DENIED

Bryce J. Allan, who has returned to Boston from Montreal, was asked today regarding the reported absorption of the Allan line by the Grand Trunk railway. "There is not a word of truth in the report," said he.

Inquiry at the Boston offices of the Grand Trunk also elicited definite statements in the negative.

REPRISALS BY YOUNG TURKS. CONSTANTINOPLE—The Young

Turks are taking reprisals for the April mutiny in the army, said to have been instigated by Abdul Hamid. Today 13 participants in the mutiny, found guilty by a courtmartial composed of officers favorable to the Young Turkish party, were executed.

INFANTE LOSES HIS TITLE. MADRID—The infante Alfonso of

Bourbon-Orleans has been deprived of this title and stripped of his Spanish honors and decorations on account of his marriage July 15, at Coburg, Germany, to Princess Beatrice of Saxe-Coburg without the royal consent.

AEROPLANE TODAY FLIES EIGHT MILES OVER THE CHANNEL

(Continued from Page One.)

at 8:50 o'clock the spectators grew anxious, and the tugs started across the channel to ascertain what had befallen the aeronaut.

Meanwhile the Harpon had started from Calais in the wake of the speeding airship. Eight miles from the coast the torpedo boat destroyer found the aeroplane floating on the surface of the water. The aeroplane was taken aboard the warship and carried back to Calais. The monoplane was taken back to Calais by the tugs.

Beyond being thoroughly wet, Latham was uninjured by the fall of the airship. Upon his return to Calais he announced that he was not discouraged by the accident.

"It will make another attempt to cross the channel," said Latham, "just as soon as I can put the airship in readiness for a flight. The way the machine behaved convinces me that I shall be able to complete the trip."

The airship was shooting through the air at a height of 350 feet when the accident occurred. It glided gently down until within a short distance of the surface, and then dove straight for the water. It was practically uninjured by the fall, and, righting itself, it floated safely.

Vast crowds gathered here to welcome Latham as he stepped ashore from the launch of the Harpon, and scores surrounded the rescued aeronaut, throwing their arms about his neck and kissing him. Latham was greatly embarrassed by the reception and finally was rescued from the osculatory demonstrations by his friends.

The officers of the Harpon relate that when they sighted the fallen aeroplane Latham was clinging to the upper framework, quietly awaiting his rescuers.

The fall was due to the slowing down of the monoplane motor, which failed to furnish power enough to keep the airship aloft.

The aeroplane, which was not injured by its fall into the sea, was slightly damaged while being towed ashore. The engine is not injured, however, and Latham will at once set to work to repair the machine for another flight.

PARIS—The machines sold by the Wright brothers to French aeronauts have already proven successful in the hands of their owners.

M. Paulhom today flew from Arras to Douai, a distance across country of 20 kilometers, in 23 minutes. In returning, he was compelled to descend hurriedly, breaking his rudder. Sunday in the same machine he broke over the record of the machine's inventors for high flying, ascending 450 feet, nearly 100 feet higher than the Wright brothers themselves have ever attempted.

Count de Lambert, who has two Wright aeroplanes, is at Wisnans, ready to make several test flights before attempting to cross the English channel. In view of the Latham monoplane mishap today, Lambert believes he will be the first to make the flight across the channel.

DRY GOODS DEALERS TO HAVE PRESIDENT AS GUEST ON OUTING

Unusual interest is being manifested in the annual outing of the New England Dry Goods Association to be held at Salem Willows on Wednesday, because of the acceptance by President Taft of an invitation to attend, provided he is in Beverly at the time. The committee in charge is making plans to accommodate at least 1000 persons. It is expected that many large stores will close, and in the smaller cities the dry goods business will be suspended for the day.

The day's program includes a trip down the harbor to Salem Willows where four hours of a royal good time will be enjoyed. The entire entertainment park at the Willows has been engaged and two bands and an orchestra will furnish music. Dinner will be served at noon.

At 3 o'clock the members and their friends will take the steamer for a sail along the North Shore to Gloucester. From Gloucester the return trip will be made direct to Boston, arriving here at 7 o'clock.

The committee in charge includes J. C. B. Smith, president; C. G. Ferris, vice-president, and John A. Waldo, Jr., secretary.

The New England Dry Goods Association has a membership of 540 men, and has grown from a small club of 79 members in the past two years. There are now 65 on the waiting list.

VON BUELOW GIVEN OVATION.

BERLIN—A great crowd at the station gave Prince Von Buelow an enthusiastic ovation on his departure for Klein Flottbek. An officer representing the Emperor presented a beautiful bouquet to the princess. The Emperor started Saturday for his northern tour aboard the imperial yacht Hohenzollern.

INFANTE LOSES HIS TITLE. MADRID—The infante Alfonso of

Bourbon-Orleans has been deprived of this title and stripped of his Spanish honors and decorations on account of his marriage July 15, at Coburg, Germany, to Princess Beatrice of Saxe-Coburg without the royal consent.

FOE OF THE PUBLIC SCHOOLS IS CALLED "ENEMY OF STATE"

(Continued from Page One.)

ural law, or natural ethics—a principle antecedent to all human institutions and incapable of being abrogated by any ordinance of man—a principle of divine origin, clearly legible in the ways of Providence as those ways are manifested in the order of nature and in the history of the race, which proves the absolute right to an education of every human being that comes into the world, and which, of course, proves THE CORRELATIVE DUTY OF EVERY GOVERNMENT TO SEE THAT THE MEANS OF THAT EDUCATION ARE PROVIDED FOR ALL."

HORACE MANN made the foregoing statement in his tenth annual report as secretary of the Massachusetts board of education. Mr. Mann, who was one of the greatest friends of common school education, aligns among its natural foes the defenders of arbitrary power, saying further in this same report:

"It is impossible for us adequately to conceive the boldness of the measure which aimed at universal education through the establishment of free schools. As a fact, it had no precedent in the world's history; and, as a theory, it could have been refuted and silenced by a more formidable array of arguments and experience than was ever marshaled against any other institution of human origin. But time has ratified its soundness.

"In later times, and since the achievement of American independence, the universal and ever repeated argument in favor of free schools has been that the general intelligence which they are capable of diffusing, and which may be imparted by no other human instrumentality, is indispensable to the continuance of a Republican government.

"This argument, it is obvious, assumes, as a postulate, the superiority of a Republican over all other forms of government; and, as a people, we religiously believe in the soundness both of the assumption and of the arguments founded upon it. But, if this be all, then a sincere monarchist or a defender of arbitrary power, or a believer in the divine right of kings would oppose free schools for the identical reasons we offer in their behalf."

He gives the following three propositions as the broad and ever-enduring foundation on which the common school system of Massachusetts reposes:

"The successive generations of men taken collectively constitute one great commonwealth.

"The property of this commonwealth is pledged for the education of all its youth, up to such a point as will save them from poverty and vice and prepare them for the adequate performance of their social and civil duties.

"The successive holders of this property are trustees, bound to the faithful execution of their trust by the most sacred obligations, and embezzlement and pillage from children and descendants have not less of criminality, and have more of meanness, than the same offenses when perpetrated against contemporaries.

"From her earliest colonial history the policy of Massachusetts has been to develop the minds of all her people and to imbue them with the principles of duty. To do this work most effectually, she has begun it with the young. If she would continue to mount higher and higher toward the summit of prosperity, she must continue the means by which her present elevation has been gained. In doing this, she will not only exercise the noblest prerogative of government, but will cooperate with the Almighty in one of His sublimest works."

DANIEL WEBSTER said in this connection:

"The power over education is one of the powers of public police BELONGING ESSENTIALLY TO THE GOVERNMENT. It is one of the powers, the exercise of which is indispensable to the preservation of society with integrity and healthy action; it is the duty of self-protection."

LORD MACAULAY once said in Parliament: "Illustrations forever in history were the founders of the commonwealth of Massachusetts; though their love of freedom of conscience was illimitable and indestructible, they could see nothing servile or degrading in the principle that THE STATE COULD TAKE UPON ITSELF THE CHARGE OF EDUCATION OF THE PEOPLE."

CHARLES W. ELIOT, ex-president of Harvard University, said in an address before the Connecticut State Teachers Association, Oct. 17, 1902: "I wish to urge on you the proposition that the American people cannot afford to persist in the present low school expenditure per pupil per year. My first argument in support of this proposition is that, as a nation and on the whole, in spite of many successes, we have met with many failures of various sorts in our efforts to educate the whole people.

"We are seriously disappointed that popular education has not defended us against barbarian vices like drunkenness and gambling, against innumerable delusions, impostures and follies. We ought to spend more public money on schools because the present expenditures do not produce all the good results which were expected and may reasonably be aimed at."

A few days later, before the Rhode Island Institute of Instruction, Professor Eliot said:

"Expenditure in those parts of our country where it is now smallest ought to be raised as rapidly as possible to the level of those regions where it is now greatest; and in those regions where the expenditure is now most liberal it ought to be doubled as soon as possible."

In the ordinance of 1787 passed by Congress for the government of the United States territory northwest of the Ohio river, the following statement is made:

"Religion, morality and knowledge being necessary to good government and the happiness of mankind, schools and the means of education shall be forever encouraged."

The commission of education at Washington in its report says:

"An average free common school education SUCH AS IS PROVIDED IN ALL THE STATES WHERE THE FREE COMMON SCHOOL HAS BECOME A PERMANENT INSTITUTION adds 50 per cent to the productive power of the laborer considered as a mere productive machine."

INSPECTS LIGHTS OF NORTH COAST

Lieut. Col. Edward Burr, engineer officer for the Boston district, returned to Boston today after an inspection of the lighthouses on the coast of northern Massachusetts, New Hampshire and Maine. He inspected 21 lighthouses for the purpose of looking after the maintenance and efficiency of the lights themselves and the buildings at the stations. As a result a number of improvements will be made.

An important result of the inspection will be the installation at a number of stations of hot water heaters. Colonel Burr also made an investigation on the possibility of establishing a system so that the inhabitants of the lighthouse stations may be supplied with running water. The work of installing the hot water heaters will be done by contract.

Other improvements will be general repairs to the buildings. The government proposes to make the lighthouses as comfortable as possible.

Colonel Burr will make an inspection of the lighthouses in the southern section of his district next month.

ROADS INCREASING THEIR ORDERS FOR HEAVY EQUIPMENT

CHICAGO—Renewed buying of equipment on a big scale by the railroads is regarded today as conclusive evidence that the country is again on a firm basis of prosperity.

These arteries of trade adjust themselves to a rising flood of business and their orders in turn mean additional prosperity for mills and manufactories everywhere.

The Pullman Company of this city is now turning out a heavy order for the Santa Fe, the first passenger equipment purchased by that system since 1906. This order, made imperative by the Balen cut-off and other new lines, calls for 130 steel passenger cars.

The Baltimore & Ohio is in the market for 6000 freight cars, 70 passenger cars and 65 locomotives for immediate delivery. This order will cost \$10,000,000. The Chesapeake & Ohio has ordered 50 locomotives.

The Chicago & Northwestern has placed orders for 1000 box cars, 500 gondolas and 500 ore cars.

The Missouri Pacific will receive in August the first 25 of an order for 100 locomotives.

In addition there are miscellaneous orders for 2000 mining cars and 5000 other cars of various descriptions.

It now is considered practically certain that the country will produce enormous crops of everything and these must be moved rapidly. During hard times the roads allowed their equipment to drop to a low point, but all the lines, confident of several years of prosperity, are ready now to discount the future by investing many millions.

RAIL EMPLOYEES TO TALK HARMONY

Closer relations between the Boston & Maine railroad and its employees is the object of a meeting to be held Friday night at 164 Canal street.

The American Railroad Employees and Investors' Organization, recently formed for the purpose of harmonizing the interests of railroad employer and employee, has called this meeting. Past Master P. H. Morrissey of the Brotherhood of Railway Trainmen is at the head of this movement, which now has a score of branches.

Fire did damage to the extent of \$700 to Neponset bridge on Sunday. Boston and Quincy firemen were obliged to use boats to fight the flames successfully. Teaming has been held up over the bridge, but electric cars and pedestrians are permitted to use the structure.

MILTON TAX RATE IS LOWER.

The Milton assessors have announced that the tax rate for 1909 will be \$11.60 on the thousand, a reduction of \$1.60.

BIG M'ADOO TUBES UNDER THE HUDSON RIVER OPEN TODAY

(Continued from Page One.)

signal from Miss McAdoo, the first train began its trip, and the hope of years—"Three minutes from Jersey to New York"—was fulfilled.

At the same instant every steamboat in the river above blew siren blasts of welcome. But they could not be heard by the invited guests on the train 59 feet below the surface of the river, nor could be heard the sounds of the 20 exploding dynamite bombs, which from Exchange place announced the opening of the pair of \$700,000 tubes.

At 10:15 a. m. the guests on the first official train that passed under the surface of the river were escorted in automobiles to the court of honor, in front of the Jersey City city hall, where the opening ceremonies were held. There speeches were made by Mayor Wittgen, Governor Fort of New Jersey, William McAdoo, president of the Hudson and Manhattan Railroad Company, and Charles M. Jacobs, chief engineer of the structure.

At two o'clock the "subscribers' train" passed under the river, while at 3 o'clock the tubes will be thrown open for traffic to the general public. The official flower of the tunnel is a pink carnation and every commuter was today wearing one in honor of the great occasion.

With the opening of the two downtown tunnels of the Hudson and Manhattan Railroad Company this afternoon there will be recorded an event of mechanical skill almost without parallel in the world's annals.

Two weeks more, on August 2, and there will be opened the transverse tunnel connecting the Pennsylvania railroad depot with the Erie & Lackawanna stations. Then, in two or three years, there will be opened the extension from the uptown pair of tubes from Twenty-third street to the Grand Central station. When all these tunnels are completed a passenger from New England for the West can make his connections without ever seeing the skyline of New York.

The building of the downtown tunnel connecting the financial district of New York with Jersey City has been a herculean feat. Under the terminal station, having been hewn out of solid rock at a depth of 90 feet, is a little city of itself, covering 22 acres, where are located enough stores and booths for the average housewife to do a full day's shopping and miss nothing.

The tunnel is built in twins, each separated by 30 feet. Trains going in one direction use one tunnel, while trains in the opposite direction use the other. There are eight tracks, four in each tube. It is estimated that to start with 100,000,000 persons per annum will use the tube, which can easily accommodate 250,000,000 persons every year.

The tubes are 90 feet below the surface of the Hudson river, while in some places there is 40 feet of earth between the bottom of the river and the top of the tubes.

SWAMPSCOTT TAX SIXTEEN DOLLARS

SWAMPSCOTT, Mass.—The new law on corporation taxes has made it possible for the assessors to announce the tax rate for the ensuing year as \$16 per \$1000. This is the same figure as last year. By the assessment law which divides the assessment between the places where the property is located and the city or town where the owners reside Swampscott will lose \$5000 this year.

The total valuation of Swampscott this year is \$10,125,926, as against \$9,992,655 in 1908, a gain of \$133,271. There is a loss in personal valuation from last year of \$230,469. In building values the town has gained \$147,100 since the last assessment.

FIRE AT NEPONSET BRIDGE.

Fire did damage to the extent of \$700 to Neponset bridge on Sunday. Boston and Quincy firemen were obliged to use boats to fight the flames successfully. Teaming has

In the Realms of Music

MR. JORDAN AND THE OPERA.

That the coming season at the Boston Opera House is to be a brilliant one is evident from the announcements that have been made from time to time by the manager, Henry Russell, and the statement just issued by Eben D. Jordan, whom Boston is principally indebted to for the latest development of music in this city. Mr. Jordan says:

"Of course I was greatly interested in the Paris opera season, and the progress made there for the Boston Opera Company. I saw Mr. Russell, our director, while I was in Paris.

"The great thing in an operatic way in Paris just now is the furor over the Russians. The Russian season has been a tremendous success. One Russian and one French director secured the Theatre Chatelet for a week's season of the Russian Grand Opera Company from St. Petersburg. The Russian singers took Paris by storm, and the wonderful Russian ballet with the company was equally successful. This ballet is marvelous. In fact, between the soloists and the ballet, Russians are all the go in a musical way in Paris.

"Boston will hear some of these Russian stars. We have engaged Lydia Lipkowsky, soprano prima donna of the St. Petersburg company, for the Boston Grand Opera. Every one who pretended to follow the opera had to hear Lipkowsky if they took in nothing else.

"After singing at the Theatre Chatelet she was invited to appear at the Opera Comique and then at the Grand Opera House. She sang in 'Lakme' at the Comique, creating a furor. She duplicated that success when she sang the role of Juliet at the Grand Opera House.

"Lipkowsky was pronounced the find of the operatic season. Impresarios were after her. I am glad to say that Mr. Russell secured her for the Boston company. She will sing in 'Lakme' in the opening week of the Boston opera. Next, announcement of whose engagement has already been made here. I believe, will sing in 'Lakme' with Lipkowsky the opening week here.

"We will also have the wonderful Russian baritone, Baklanoff, who came to Paris from the Royal Opera House in Moscow. Boulogne, the French baritone, is also engaged. Then, of course, Mr. Russell has secured a number of other singers.

"You know, we have made no promise

so far. We have been very careful about telling what a splendid company we would gather together and all that. We do not wish to raise the expectation of Boston music lovers too high and then disappoint them.

"We feel that we are securing an excellent company, harmonious and well-balanced. We hope to give Boston a splendid initial season.

"There seems to be a lively interest in Paris in what we are doing. Of course, our reciprocal relations with the Metropolitan Opera Company of New York are valuable to us, both here and over there."

NOTES.

A full tour of 25 concerts has been booked for Isadora Duncan, the classic dancer, with the New York Symphony Orchestra. On account of the fatigue entailed by the long and trying performances, Miss Duncan limits her appearances to four a week. Her tour will open at Albany, N. Y., Oct. 8, after which she will visit the following cities: Oct. 9, Buffalo; Oct. 11, Cleveland; Oct. 12, Toledo; Oct. 13, Detroit; Oct. 14, Grand Rapids; Oct. 16, Madison; Oct. 18, St. Paul; Oct. 19, Minneapolis; Oct. 21, Chicago; Oct. 23, Louisville; Oct. 25 and 26, St. Louis; Oct. 28, Columbus; Nov. 1, Philadelphia; Nov. 9 and 10, Metropolitan Opera House, New York; Nov. 17, Boston; Nov. 23, Washington; Nov. 24, Baltimore; Nov. 25, Philadelphia; Nov. 30, Hartford; Dec. 1, Springfield; Dec. 3, Boston; Dec. 4, Providence.

Miss Marguerite Banks, the talented Los Angeles soprano recently engaged by Henry Russell for the Boston Opera Company, is expected to make her debut in this city as Santuzza. She will also sing during the coming season in "Tosca," "Boheme," "Faust" and "Pagliacci." Miss Banks will also be heard in New York under a joint arrangement with the Metropolitan Opera Company.

Miss Banks went to Italy two years ago as a music student and has recently returned to her California home acclaimed as a prima donna by the Italian public. Mr. Russell is highly enthusiastic over the future of Miss Banks on the American stage, and has declared that every great opera house in the world will be open to her. She has mastered all the dramatic roles of the modern Italian repertoire.

MAKING IT EASY TO ASCEND TO THE TOP OF THE JUNGFRAU

Railway Building to Carry Passengers Up This Famous Swiss Mountain, from Whose Stations All the Wonders of the Snow-Clad Alps May Be Seen.



ON THE SUMMIT OF THE JUNGFRAU.

This snowy peak in the Swiss Alps has a height of 13,670 feet, and a railway for making the ascent is in process of construction.

ONE of the features in Switzerland, "the playground of Europe," today is the great number of mountain railways, which bring the summits of even the lofty peaks within the reach of those who would otherwise be debarred from seeing the magnificent panoramas afforded.

By far the most ambitious of the mountain railway enterprises is that which proposes to carry passengers to the snow-clad summit of the Jungfrau, a height of 13,670 feet.

Since 1860 the work has been carried on in a somewhat desultory fashion, the effect of which has given rise to a more or less general idea that it never will be finished. The Jungfrau railway starts from the terminus of another rack and pinion railway at an altitude of 6788 feet and after traversing a short distance of pasture land reaches the ice and rock regions where the tunnelling begins. Passing through a series of tunnels, Eismeer station is announced, and this is the furthest point that the traveler can make by train at present. At this station rock windows open out on the mountain side, temporary bal-

conies being erected, which can be taken in and stored away during winter.

The proposed road leaves Eismeer station in a straight line westward with a gradient of 0.6 per cent until it comes to the saddle of the Jungfrau. Thence at a gradient of 25 per cent it ascends to Jungfrau station and an elevator some 200 feet high will take the traveler to the summit of the mountain.

Whether or no it is possible to complete this wonderful project, the tunnelling work still goes on and in the winter supplies sufficient to keep 180 to 200 persons for seven or eight months are stored in the shelters. Water has to be obtained in winter by electrically melting ice and snow by means of a rheostat.

The power for the construction and running of the railway is transmitted from a station at the foot of the mountain.

A train can accommodate 80 passengers

and go at a speed of about eight miles an hour on a 25 per cent gradient. The fact that during the first period of opening of the incomplete section 26,000 passengers were carried affords some gauge of the amount of business that the line will do when finished.

What We Think of Books Sent Us For Review

"THE FORTUNES OF THE LANDRAVY." By Vaughan Kester. Second edition. New York: McClure, Phillips & Co.

"JOHN O' JAMESTOWN." By Vaughan Kester. New York: McClure, Phillips & Co.

One sometimes wonders what it portends when so tiresome a tale as "The Fortunes of the Landravay" passes into a second edition. With as many characters as the most thickly peopled of Dickens' novels, but evincing only the slightest skill in individualizing these, the story plods along through three generations of the same families, a perilous undertaking, always, for any but a genius. There are stirring incidents, but they do not stir, and one passes through the days of gold discovery in California, through bloody scenes on the plains and with the latter-day saints, through the civil war and the opening of new territory in the West, at a jog trot of unvarying dullness. One falls to commiserating the author, as he moves laboriously about in the midst of a complicated mass of detail which is quite evidently too much for him. The ethics of the story are, to say the least, unsatisfactory. Too much is granted to expediency, too little high honor demanded, and there is a generous sprinkling of profanity.

The relief with which we turn to another story changes to surprise and gratification, for here we have a very superior effort from the same hand.

In "John O' Jamestown," the author keeps steadily in the beaten track of history, introducing little which is not found in the most trustworthy accounts of the Jamestown colony. He has read "The General History" thoroughly, and abides by the judgment of the best historians in not falling in with the present-day tendency to detract from the honorable fame of Capt. John Smith, to whose courage and resourcefulness not only Jamestown but New England owes so much. Throughout the earlier pages, the scenes of battle and bloodshed are managed with reticence, but later, for a little space, this artistic reserve breaks down lamentably, and a few scenes and incidents are given which would better have been toned down or kept off of the stage altogether. This is the blot upon an otherwise readable and worthy tale. The love story weaving in and out is one of pure affection and constancy, and though the highly romantic lineage of the heroine is improbable enough, we know that very queer things could hap-

pen in Tudor times—things just as strange as this flight of the novelist's imagination. A book the boy will enjoy and which, on the whole, will not harm him, while fixing in his memory the history of those stern times when our country was in its beginnings.

"FLYING PLOVER." By G. E. Theodore Roberts. Boston: L. C. Page & Co.

Stories of early Labrador told by an ancient squaw to her small grandson. We are tacitly requested to understand that Flying Plover liked these stories, and would have sat up all night to hear more. But, remembering the bright boy and girl critics from whom we have often gained our idea of a book's power to interest, we surmise that Flying Plover's literary taste had suffered deterioration from having no other culture than that afforded by Squaw-by-the-Fire. The old squaw limits her performance very strictly, because otherwise, she says, her "brains would become quite dry and brittle." And no wonder! Bears as big as schooners, moose as tall as spruce trees! And these gigantic frauds roaming in days when men climbed a tree to escape a fox and only the bravest hunters were a match for the beavers. The reader can readily see that it would be a severe tax to invent these things. We are not ignorant of a magical realm of undiscovered fancy, utterly unencumbered by anything we grown-ups call facts, where the childish imagination may wander delighted and not unimpaired. But only a chosen storyteller now and then has a key to this enchanted ground, and Mr. Roberts is not of the elect few. Nor have we forgotten the megatherium. But when he found himself too big to fit comfortably into the scheme of things, he wisely withdrew into prehistoric shades, which we regret to be sure, but would rather he had done that than to linger on in an abridged edition, so to speak, as the caribou, walrus and wolves do, according to Squaw-by-the-Fire. We do not see what Flying Plover gained by these weakly told echoes of Kipling which makes it worth while to pass them on to others.

"THE JESTER'S SWORD." By Annie Fellows Johnston. Boston: L. C. Page & Co.

This is a well-told little tale, now for the first time published separately—a tale of no specified time and place, but belonging to the old days when conquest by the sword was the only courage recognized, and seldom, as in this story, did men catch a glimpse of the preacher's saying, "He that ruleth his spirit is greater than he that taketh a city." Mrs. Johnston never writes idly, for mere pleasure giving; we expect to be touched at some higher level when we take up one of her books, and in this story of one who wrested a victory from what seemed utter defeat we find it so again. The crumb of comfort becomes a full loaf, which was shared with many. The motto of the book is, in Robert Louis Stevenson's words, "To renounce when that shall be necessary and not be embittered."

"MARRIAGE WITH MOSCOW." By John V. Lane. Boston: L. C. Page & Co.

The reader is here taken upon the heroic march of Arnold's command through the Maine wilderness to Quebec, participates in the unsuccessful attack made there by Montgomery, then goes back with scouts to Cambridge and Boston. The story centers about a boy of 15 and is seen mainly through his eyes. He is an honorable boy, and we cannot blame him that he is filled with the fighting spirit of 1776. Arnold, brave and misguided, is presented with justice and due recognition of those high traits which, had they been left to guide, would have brought him down the path of history with glowing instead of tarnished fame. The dialect, whether "Yankee," Virginian, or negro, is not well handled, and English people do not say "you all." We cannot feel that Washington and his associates are at all convincing as real folks. The historical action is always authentic, but the speech and bearing of these heroes, when brought into close view, are not characteristic; they remain shadows, weak echoes of the great men we know them to have been. It may be objected that we should not demand literary quality in books for boys; we have heard such an opinion voiced. But we feel that why, in this day of making many books, our boys should not get their history, clothed in story guise though it may be, not only in grammatical English, but with such vivid and artistic delineation as will insensibly cultivate instead of undermine their literary sense. The book is clean and above the average of the simply exciting story which depends for its interest solely upon its thrills.

POINTS TO SAVING IN DAYLIGHT PLAN

The benefits of a single time standard to the bulk of the American people using it—that portion which now keeps central and mountain time—would be enormous, says the July Century. At least 600,000,000 of people would thus save the use of artificial light one hour every day in the year. This saving would be one cent a day, or a total of \$600,000,000 daily for all the people, and in one year this saving will amount to 265 times that sum or \$210,000,000.

ANCIENT SEWING MACHINE FOUND

After finding an ancient ox yoke in the basement of the old Hyatt Hotel, another rare article has come to light—one of the original hand sewing machines with a hand painted rose on the black enamel, says the Minneapolis Journal.

The machine is run by a hand crank, which operates a system of clumsy cog wheels and thrusts the needle laboriously in and out of the receiver of the bobbin. It is the most primitive machine of its kind ever seen here.

THE HOUSEKEEPER

Hints That May Help.

MAY MANTON PATTERN OF A HOUSE GOWN.

A dainty house gown like this finds a place in every woman's wardrobe. It is graceful and simple, and can be made from a variety of materials, it is comfortable and satisfactory to wear and generally becoming.

Challis and material of a similar weight are liked but there are many women who like negligees made from washable materials throughout the entire year and lawns and batistes are very charming for this one. In the illustration figured India silk is trimmed simply with banding threaded with ribbon.

The quantity of material required for the medium size is 8 3/4 yards 24, 7 1/2 yards 32 or 4 3/4 yards 44 inches wide, with 2 1/2 yards of banding.

The pattern (6395) may be had in sizes from 34 to 44 inches bust measure, and can be obtained at any May Manton agency or will be mailed to any address on receipt of price (10c.) by May Manton Pattern Company, 132-142 West Twenty-seventh street, New York; or Masonic Temple, Chicago, Ill.

SOME GOOD RECIPES.

SCOTCH STEW.

Select four pounds of lean beef and run it through a meat cutter, add one onion chopped fine, half a teaspoonful of salt and pepper to taste. Mix well together and place in a covered stewpan with one cup of boiling water. Stew slowly for three or four hours. Just before taking from the fire add a piece of butter the size of an egg. While cooking add more water when necessary.

FRIED HAM.

To be tender should be cooked in this wise: Wipe the slices of ham with a cloth wrung out of cold water and cut off half the outside layer of fat; put in an iron frying pan, cover with tepid water and let stand on the back of the range half an hour, not allowing the water to reach a higher temperature than at first. Drain the ham and dry in a towel; heat the frying pan, put in the ham and brown quickly on one side, then turn and brown on the other side, the time required being about three minutes. Remove to heated platter and serve at once.—Manchester Union.

ENGLISH DUMPLING.

One pint flour, 1 cup finely chopped suet, 1 teaspoon salt, 1 teaspoon baking powder. Mix and sift flour, salt and baking powder. Add suet; mix to firm dough with ice water. Knead for two minutes; roll out one half inch thick. Put a floured cloth over a bowl; on it spread the crust. Fill with sliced apples mixed with sugar and a little powdered cinnamon. Draw up crust and cloth so as to completely cover apples; the cloth, allowing a little room to swell. Drop in kettle of rapidly boiling water, with trivet at bottom to prevent scorching. Keep at a rapid boil for two hours. If water stops boiling the dumpling will be

heavy. Or place in steamer and steam three hours. Serve hot with cream and sugar, or a liquid sauce.

IN THE SHOPS OF ADVERTISERS.

The Permin School of Business, formerly known as the Pemberton School of Shorthand, has been removed from the Pemberton Building to new quarters at 655 Washington street.

Here every facility has been arranged for the convenience of pupils. The school now occupies the entire sixth floor of this new building, and the location is an ideal home for the school. Boston business houses value the services of graduates from this growing and progressive institution.

The home shaver will certainly be interested in a device the Fleming Sales Company of 254 Broadway, New York, is offering its customers for the small sum of \$2, which consists of a razor stropper and holder, with full directions for its use. This device is meeting with an enthusiastic reception from all who like the independence of home shaving.

The Book and Art Exchange, which has quarters in both New York and Chicago, carries an interesting line of books and a very complete as well as fascinating assortment of souvenir cards and other little conceits appropriate as gifts and remembrances for one's friends.

Elegance is more often expressed in small details rather than in the larger considerations of dress and style. In the selection of stationery, visiting cards, invitations and other articles essential to the facilitating of social amenities good form must be accurately observed. The customer who makes his selection of such things from the stock at Ward's, 57-63 Franklin street, has the assurance that he is getting what the latest dictates of etiquette demand.

If it is a problem of the storing of household furniture or the piano which is facing the housekeeper, she will find it to her advantage to patronize the Suffolk Storage Warehouse Company at 100 Northampton street, whose storage accommodations are superior and whose service is thoroughly up to date.

R. J. Farquhar & Co., the favorably known florists and dealers in garden plants, whose telephone number is Richmond 1470, are offering pot-grown strawberry plants in lots of 100 for \$3 and 1000 for \$25. This firm has long stood for all that is best in the line of horticulture.

Whether the outing is by water or on land, by motor boat, automobile or even an airship, the one necessary accompaniment is a Thermos bottle. They are absolutely reliable and by their use the heat or rigidity of any liquid may be maintained for hours; indeed, they have become a necessary factor, and one of inestimable comfort in every outing outfit. A genuine Thermos bottle has the word "Thermos" stamped upon the bottom.

In the summer outing the wants of the angler must be considered, and at the Hunter hardware establishment he will find a full assortment of the most

RECORD CASTING TO START TODAY

Thirty-Ton Casing for Turbine of Battleship Utah to Leave Providence, R. I., for Camden, N. J.

PROVIDENCE, R. I.—Today the giant 30-ton casing for a Parsons low-pressure turbine engine cast at the Builders' Iron Foundry for the battleship Utah, now under construction at the yard of the New York Shipbuilding Company at Camden, N. J., will start on its rail journey.

The casing was cast at the foundry in one piece, and, considering its construction and character, was as large a job of its kind as any foundry in this country ever attempted. The measurements of the casing show that it is 18 feet long, 13 feet wide and 7 1/2 feet high. The mold in which it was cast weighed 60 tons.

It took the workmen a week to dig the casing out of the mold. Another week was required to get it ready for delivery. When the mold was broken away and the casing was examined carefully, it was seen that it had been a perfect job, a fact which elated Superintendent Thornley of the foundry and his men.

Four more castings none, however, so large as the one to be shipped today, will be made by the company for the Utah.

DIAZ TRIES TO FORCE REYES OUT.

MEXICO CITY.—It is reported in government official circles that President Diaz has given Gen. Bernard Reyes the alternative of withdrawing from the race for Vice-President or of resigning his office of constitutional Governor of the state of Nuevo Leon.

VACUUM SUBWAY CLEANER SHOWN

Ralph Granaday of New York Invents Machine Which Will Do Away With Much Track Walking.

NEW YORK.—An invention designed to safeguard tunnel workers and expedite the work of cleaning out the subways was today brought to the attention of George F. Parker, the electrical expert, by its originator, Ralph Granaday. It is a vacuum cleaner for underground railroads and by its operations, the inventor expects to stop the loss of life which has attended the task of the cleaners.

A vast amount of paper is thrown daily by passengers on to the tracks in the subways, to say nothing of the cigar and cigarette stubs which still find their way to the tunnels in spite of the prohibition. All this refuse has to be cleaned up promptly. The present system is for employees to walk the tracks, one ahead, with a lantern, to warn the other of approaching trains, and a man in the rear to collect the rubbish.

The model of the vacuum cleaner which was submitted to Mr. Parker is built something like a sand-car, with the vacuum part spreading out over the rails. It draws up all the trash by suction, and moves at the rate of six miles an hour. Mr. Parker has arranged to place the big cleaner on specially constructed rails at the coming electric show at Madison Square Garden.

NERO OUTLOOK NOT PROMISING.

NEWPORT, R. I.—Rear Admiral Merrill, commandant of the second naval district, after viewing the naval collier Nero, stranded on Brenton's reef, declares the prospect of saving the collier is not very promising.

Children and Young People Throughout the United States who wish to be employed during the summer vacation are requested to send their names and addresses to Circulation Manager of The Christian Science Monitor, Falmouth and St. Paul Streets, Boston, Mass.

PAGEANT TO REPEAT PILGRIMS' HISTORY IN TOWN OF DUXBURY

Landing at Plymouth and Coming of Standish, Alden, Soule and Others Will Be Accurately Shown.

LONG WILL SPEAK

DUXBURY, Mass.—Pageantry will repeat on July 31 in this town the crucial events in the early history of the Pilgrims in England, Holland and the vicinity of Duxbury. The occasion will "celebrate the landing of the Pilgrims at Plymouth and the coming of Myles Standish, John Alden, George Soule and other Pilgrims to Duxbury, and do honor to their courage, heroism and valor."

The morning will be devoted to the visiting of the various points of historical interest. At a meeting in the Unitarian church at 11 o'clock the Hon. John D. Long will deliver the principal historical address of the day; other prominent men will also speak.

The historical pageant will be given on the grounds of the Partridge Academy at 3:45 p. m. The several scenes will be presented with a background of trees and foliage and the tableaux on an elevated embankment, hidden by a curtain made entirely of foliage. One hundred or more Duxbury people and descendants of the Pilgrims from nearby localities have been cast in these scenes and tableaux.

The fact that these spectacles will be presented with historical exactness lends interest to the pageant. A committee of men and women, well versed in the history of the town, have carefully prepared the details. Miss Margaret MacLaren Eager, whose success in similar pageants at Plymouth, Boston, Providence, Medford and Dedham is well known, is to stage the scenes. A public full dress rehearsal of the entire pageant will be given the night before at 8 o'clock.

Women will serve a dinner at the town hall between 12:30 and 3 p. m. In keeping with the atmosphere of the occasion, the hall will be transformed into a great old-fashioned New England kitchen and the waitresses will be gowned in Pilgrim costumes. In the general scheme of decoration, the coats of arms of England, Holland and this country will be prominent.

The proceeds of the celebration will be deposited as a fund, the income of which is to be used for the care of the Standish monument and grounds. The executive committee in charge consists of J. Myles Standish of Boston, who is chairman; Commodore William S. Moore, William J. Wright, Horace H. Soule and Alfred E. Green. The historian of Duxbury, Laurence Bradford, will act in the capacity of historical censor.

FAVORS CHICAGO EVENING SCHOOL

CHICAGO—Alfred D. Urion, new president of the board of education, who succeeds Otto C. Schneider, has outlined his plan.

A new superintendent, to take the place left vacant by Edwin Cooley when the latter accepted a position with a Boston publishing house, will be appointed as quickly as a suitable man can be found. His first work will be to provide adequate facilities for the children who are unable to pursue their studies beyond the elementary grades.

"Our aim," says Mr. Urion, will be to try to equip such children for their battle with the world. In this connection I believe in the extension of the night schools and of every branch of our work which makes for the betterment of those children who must go to work early in life."

MERCHANTS UNITE AT NARRAGANSETT

NARRAGANSETT PIER, R. I.—The Narragansett Business Association at the pier has adopted a constitution and bylaws. The purpose of the association is set forth in the following preamble:

"The objects of the association shall be to promote measures for the benefit of Narragansett Pier in general; to discover and assist in the suppression of objectionable features and municipal and other abuses; to aid in securing better fire protection, improved building regulations and improvements, and more adequate and reasonable fire insurance; and by the bringing together of the substantial business interests of the town for the protection of all, to promote desirable and beneficial municipal and other legislation."

LIGHT PACT BOND TIME ENDS TODAY

The time given the Greater Boston Illuminating Company by Superintendent Guy C. Emerson in which to file a \$50,000 bond, as required by the specifications of the \$236,000 light contract, expires at noon today.

The contract, if no bond is filed, may be given the next lowest bidder, the Rising Sun Company, or new bids may be called for, and an opportunity given the finance commission to express its views on the question, before any contract is signed.

Gift of a Reproduction Of the Lupo di Roma to City of Sault Ste. Marie



CHASE S. OSBORN, Who has done much for the adornment of his home city, Sault Ste. Marie.

SAULT STE. MARIE, Mich.—Michigan's oldest settlement, the Sault Ste. Marie, familiarly known as the "Soo," is soon to receive another testimonial of the generosity of a leading citizen—Chase S. Osborn—in the form of a handsome addition to its municipal monuments, a reproduction of Italy's famous Lupo di Roma in bronze.

Mr. Osborn has already presented the Soo with a magnificent stone toro and two stone torii or Japanese lanterns, brought from the Land of Cherry Blossoms; a pair of stone lions from Switzerland, which adorn the City Hall grounds; a \$4000 set of chimneys for the local Episcopal cathedral and 2000 elm trees for the adornment of the principal avenues and streets in his home city.

BOY SHAH REFUSES CROWN AND WEEPS WHEN MADE A KING

(Continued from Page One.)

moniously notified of his high position and of the hope entertained by the nation that he would prove a good ruler.

"Inshallah, I will," replied the lad. Arrangements for his coronation will be made hereafter. In the mean time the little Shah, who is guarded by a Bakhtiari, remains with his tutors at the Sultanabad, where his mother is free to visit him. The ex-Shah accepts his strange position with oriental philosophy and shows no lack of the personal dignity becoming a monarch. He and his family receive the best possible attention at the legation, where a Russian and British guard watch over his safety.

There was a touching incident on the occasion of their majesties coming to the legation. The Shah's wife reached the legation first, and was followed at a considerable interval by the Shah and his two sons on horseback. Mme. Sablin visited the royal family immediately after their arrival, and found the Shah busy drying his wife's eyes with a handkerchief. The Shah apologized for his wife's weakness, and explained that the long delay in the coming of himself and his boys had frightened her into thinking they had met with a mishap on the way.

The ex-Shah expresses a desire to live in the Crimea. It is assumed that the Russian government will soon make arrangements for his reception.

Shah Ahmed Mirza, accompanied by his tutor and a British and a Russian escort, left the Russian summer legation and went Sunday to the Sultanabad Palace. As the Shah entered the palace, the escort quitted him at the gate and returned to the legation, thus signifying that his majesty is no longer under Anglo-Russian protection.

A brief ceremony was held at the palace, at which the regent and the other members of the national council formally acclaimed the new sovereign. The Shah was dignified. It is believed that he will be sent abroad to study under the supervision of a new tutor. Perfect order prevails here.

The new cabinet is: Sipahdar, minister of war; Sardarad, minister of the interior; Hussein Gouli, minister of foreign affairs; Muehir El Dowlah, minister of justice; Hakim El Mulk, minister of education.

Disorders are reported from Kerman, the governor of which has been unable to keep order among the rival factions.

MOHRISTOWN, N. J.—Hagibson H. Topakyan, Persian consul in New York, celebrated the accession to the throne of Persia of the new Shah by firing a salute of 10 guns in the new Shah's honor at Persian Court, Mr. Topakyan's beautiful place, near here, Sunday. The gun used was a brass three-pounder.

HOME'S CORNERSTONE LAID. PROVIDENCE, R. I.—The cornerstone of the new home of the Scandinavian branch of the Salvation Army, at 23 Chestnut street, was laid Sunday by Colonel Margetta, field secretary of the army of the United States, who came from New York to perform the ceremony. The cost of the new building will be \$8000.

OUTDOOR SOCIETY OUTLINES SCOPE

Illinois Improvement Association Aims to Work for Better Landscapes Throughout State.

CHICAGO—The Illinois Outdoor Improvement Association received its impetus March 31 at the conference at the University of Illinois called by President James of that institution. On April 30 the committee of organization met in Chicago at the City Club and framed a constitution. The announcement of the completion of organization and the plan and scope of the work of the association has just been made.

The aim of the association is to secure the cooperation of societies, clubs and schools interested in landscape improvement, of those persons or organizations who take an interest in the preservation any development of any beautiful or historical spot, and to encourage the local organizations and to stimulate similar effort in all the educational institutions of the state.

Among its plans are the institution of a traveling lecture course on outdoor improvement and the organization of a traveling library.

REGULAR INFANTRY WILL GO INTO CAMP WITH MAINE MILITIA

AUGUSTA, Me.—Two companies of the fifth infantry, U. S. A., en route to this city to go into camp with the Maine militia on Aug. 1, are engaged in the longest march ever attempted by infantry troops in New England. The two companies, K and L, are marching from their permanent quarters at Plattsburg, N. Y., across Vermont and New Hampshire to this city and according to special orders just issued from the headquarters of the department of the East, the two commands will return to their home station by the same route they came.

The original orders issued in June from Governor's office directed the two companies to cross Lake Champlain in boats and upon landing in Vermont to proceed at once to this city and report to Adj. Gen. Elliot C. Dill for duty with the two regiments of Maine militia, this report to be made not later than Sunday, Aug. 1, thus giving them 16 days in which to make the march. They left Plattsburg last Thursday.

The ordering of the regulars to camp duty with the state troops is a new departure for this state, although the Maine troops have had the advantage of association with regulars in the various war games which have been carried on.

NEW YORK STATE ABOLISHES TOLLS

Old-Fashioned Bridges, Operated as a Source of Revenue, Are Soon to Be a Thing of the Past.

ALBANY, N. Y.—Automobilists all over the country will be interested in the announcement that the new state highway commission has begun work on the condemnation of toll bridges. This work can be undertaken by the commission under authority conferred by the last Legislature.

The commission has made a start by certifying to the attorney-general its approval of resolutions adopted by the board of supervisors of St. Lawrence county petitioning for the abolition of the Freeman and Scotia toll bridge and one between the town of Glenville and Schoenectady, and the resolution of the board of Supervisors of St. Lawrence county petitioning for the abolition of a toll bridge across the Narrows of Black lake in the towns of Macomb and Morris town.

Fifty per cent of the expense incurred in the condemnation and acquisition of a bridge is paid by the state, 35 per cent by the county in which the bridge is located and 15 per cent by the town.

MASONS BUILDING SAN DIEGO HOME

SAN DIEGO, Cal.—The Masonic order of this city have commenced the erection of a beautiful new temple, which is to cost \$75,000, that amount having already been raised through the sale of stock issued by the Masonic Temple Association.

The building is to be of pure Ionic design, 100x100 feet and four stories high. It is to occupy a commanding position, four blocks from the business center of the city, and will be constructed of white cement and brick.

ADMIRAL SPERRY TO LECTURE.

NEWPORT, R. I.—The officers gathered at the Naval War College for the summer conference are to hear a series of lectures by Rear Admiral Charles S. Sperry, now attached to the college on special duty. Admiral Sperry's lectures will relate to the recent cruise around the world.

COUNCIL VACATION FAVORED.

SPRINGFIELD, Mass.—There appears to be a strong sentiment among members of the city council in favor of adjournment during the month of August if it can be arranged satisfactorily.

PROGRESS MADE ON CHINESE ROAD

It Will Be Eighty Miles Long and Simplifies the Trip from Hongkong to Canton for Tourists.

NEW YORK—Major Fellowes Carr, who comes to New York from Hongkong on his way home to England, states that so much progress is being made on the Kowloon-Canton railway that the line is expected to be completed by the spring of 1910.

The longest tunnel on the line, which is more than 7000 feet in length, the major said, has been pierced at a cost of one third of the total cost of the entire railroad, which is 80 miles long. This tunnel was the greatest difficulty the engineers had to encounter in the construction of the new railroad.

Kowloon is situated on the mainland of China and is connected with the island of Hongkong by a steam ferry. The inauguration of the railroad to Canton will be a big step in the direction of opening up the city of Canton to western methods of civilization.

There is a large freight and passenger trade between Hongkong and Canton, which is carried on by steamships and hundreds of junks that ply on the Pearl river.

AMERICAN COUNSEL PROGRESS RAPIDLY ON FISHERIES CASE

WASHINGTON—Satisfactory progress is being made by counsel for the United States for the legal struggle next May before the Hague tribunal to determine the status of American fisheries in Newfoundland waters. The case will be ready for submission before Oct. 4.

One of the general questions involved is whether colonial or state laws shall be permitted to interfere with the terms of a treaty. The Newfoundland government has insisted from the first that their laws and interests must be paramount to any treaty agreement between the mother country and the United States, and holding to this view they have passed laws and promulgated regulations which have seriously interfered with American fishermen in securing bait and supplies, and have embarrassed them in many other ways with the view, it is believed, of discouraging them from fishing in their waters.

It is expected that the case will be settled in them for next year's fishing, which opens about Aug. 1.

The counsel on the part of the United States are former Senator George Turner of Spokane, Wash., Samuel J. Elder of Boston, and Associate Counsel Dr. James B. Scott, solicitor for the department of state; Charles B. Warren of Detroit, and Robert Lansing of Watertown, N. Y., who will act as solicitor for the agency.

BUREAU RESENTS TARIFF TREATY

Statistical Body Shows That Divi Divi, Dragons' Blood, Musk and Such Form Large Source of Revenue.

WASHINGTON—The bureau of statistics is serious over some of the articles appearing in the tariff bill which have been treated with levity by the congressional humorists. In a statement the bureau maintains that these articles, which have a recognized value, illustrate the scope of the commerce of the United States, and present some curious facts. For instance, reference is made to divi divi, beeches, rose leaves, dragon's blood, pallasium, musk, birds, wild animals and chicle.

The value of the imports of the last decade of divi divi, which is used for tanning purposes, is placed at \$85,000. In the same period the value of beeches brought in was \$41,000; rose leaves \$20,000, and chicle, largely used in the manufacture of chewing gum, \$8,000,000.

During the year 1908 the musk imports exceeded \$80,000, while the quantity of pallasium, a rare metal used in the manufacture of astronomical instruments and by dentists, represented a value of \$700.

Pains have been taken to explain that dragon's blood is really not dragon's blood at all, but merely a name for a deep reddish, resinous substance obtained from a variety of trees in the orient, and used extensively as an ingredient in varnishes, stains and dentifrices. The value of the imports of this article during the last decade is placed at \$80,000. The value of birds imported in 1908 is placed at \$300,000, mostly canaries and parrots.

Domestic Briefs

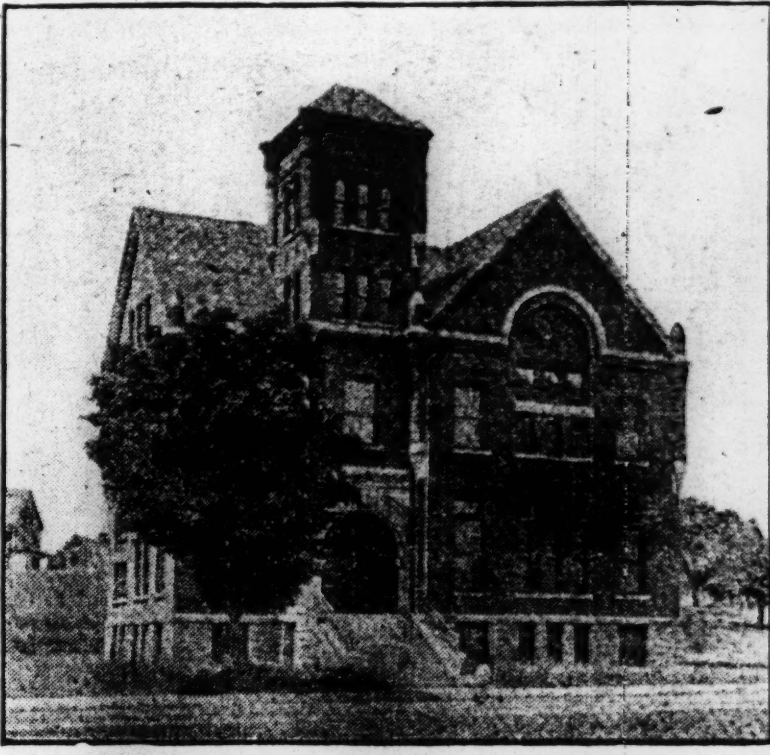
TAFT, Tex.—Charles P. Taft's meat packing plant here has secured a contract to supply 1600 dressed beefs per month to government employees on the Panama canal.

OYSTER BAY, L. I.—Mrs. J. West Roosevelt announces the betrothal of her only daughter, Miss Lorraine d'Oremieux Roosevelt, and Langdon Warner of Boston.

SPANISH PRETENDER IS DEAD.

ROME—Don Carlos de Bourbon, Duke of Madrid, the pretender to the Spanish throne, has passed on at Varese, Lombardy.

Worcester Society of Antiquity Has Handsome Building and Fine Library



HOME OF WORCESTER SOCIETY OF ANTIQUITY. On Salisbury street, Worcester, Mass.

WORCESTER, Mass.—The Worcester Society of Antiquity was organized in 1875 and incorporated in 1877, its object being "to foster in its members a love and admiration for antiquarian and archaeological research and to rescue such historical matter as would otherwise be lost."

Of late years the society has made great efforts to interest women in its work, which has resulted in adding many to its membership. The society is distinctly a local institution, and has the active cooperation of the citizens.

There can be found in the society building on Salisbury street, erected in 1891, a large and most valuable library, containing an extensive collection of articles illustrating New England history, with special reference to Worcester county.

The society has published 26 volumes, including records of Worcester from 1607 to 1848. The annual proceedings of the society have also been put in book form.

FLOWER GARDENS FOR STOCK YARDS

Chicago Officials Are Adding a Touch of Natural Beauty to the Great Area Devoted to Meat Packing.

CHICAGO—There is a revolution in progress in the Chicago stock yards, long considered one of the city's prize business sights, but never considered by the most charitable as having any element of beauty. The "city beautiful" idea has descended upon "Packingtown."

Old wooden walls are being replaced by ornamental brick and concrete structures with vines growing over them in places which hide the former vistas of cattle pens. Waste places are being turned from dump grounds into flower beds.

The roadway leading from Exchange avenue to the new Armour general offices, once an unsightly stretch, has been transformed by green grass, shrubbery and gaily colored flower beds. Even the vacant spots underneath the elevated structure have been seeded to grass, with very satisfactory results.

The stock yards officials are determined to continue the work until every unsightly place has been turned into a spot of beauty. They admit the task is a large one.

FIREMEN TO OPEN CARNIVAL TODAY

TAUNTON, Mass.—The grand carnival of the Taunton Firemen's Association opens today. The carnival will take place at the spacious lot on School street and will continue throughout the week. Important features will be civic parades, baby shows, illuminations, business displays, high diving, balloon ascensions and various other attractions.

The committee in charge is as follows: John L. Rankin chairman, William H. Wilson, Capt. Winfield Knight, Lieut. Charles Caswell, Lieut. Alonzo Dow, William Jones, James Conley, Capt. Henry White, Alfred Josselyn, Charles E. Finnegan, Capt. Edward Barlow and First Assistant Engineer Leonard A. Pierce.

NEW GRANT HOTEL GOES UP RAPIDLY

SAN DIEGO, Cal.—The work of finishing the beautiful new U. S. Grant Hotel is being prosecuted with the utmost speed, the new company desiring to throw the doors open to the public on Christmas eve, at which time a grand ball will be given to celebrate the event.

The hotel will be one of the finest of its kind in the country, and will cost considerably over \$1,000,000.

The new hotel is being erected by U. S. Grant, Jr., and a recently formed company, and replaces the old Horton House, which had much to do with the early history of this city.

INVENTS SHUTTER FOR MARS CAMERA

AMHERST, Mass.—E. A. Thompson in preparation for the work of photographing Mars at its nearest approach to the earth in September, has designed and is now constructing shutters for the large telescope in the Amherst college observatory. These may be operated by the observer from his position at the eyepiece, and can regulate the amount of light necessary to secure a distinct photograph of the planet. This he expects will be a great improvement on any device before used.

JACK LONDON STOPS AT NEW ORLEANS ON WAY TO CALIFORNIA

Author Who Started to Tour World in "Snark" Recalls Interesting Experiences on Trip.

WIFE IS TO WRITE

NEW ORLEANS—Jack London, author of "The Call of the Wild" and many other books, and here of many adventures in many lands, is spending several days in New Orleans accompanied by his wife.

They arrived from Colon on the steamship Turrialba, and are en route to their ranch home in California, which they have not seen since leaving there two years ago on their yacht, the Snark, for a world cruise. They spent 15 years on the boat, sailing through the South seas and the South Pacific. Circumstances finally compelled them to abandon the cruise. After spending some time in Australia and Tasmania they took a tramp steamer upon which they made a 43-day trip to Ecuador, whence they shipped to Panama, thence across the isthmus to Colon, where they took passage for New Orleans.

In Ecuador Mr. and Mrs. London made a trip inland and upland to Quito, where they were pleased at the signs of development. They declared the railroad over which they traveled to be a remarkable piece of engineering skill. At Quito they are preparing for the exposition and erecting permanent structures of great architectural beauty. Mr. London said that conditions on the isthmus, where the United States government is in control, were such as to make him proud of the fact that he is an American.

Mrs. London, who is a daughter of Captain Kirtledge of the United States army, is also a writer. She kept the log-book of the Snark, from which she is preparing a story of their adventures. Besides the books to result from the South sea cruise, Mr. London is preparing eight others.

WANTS LOWELL'S STREETS IN SHAPE

LOWELL, Mass.—Mayor George H. Brown has sent a letter to Newell F. Putnam, superintendent of streets, urging him to hasten the Varnum avenue and Prescott street sewers and Merrimack and Bridge street paving.

The mayor orders him to notify the street railway company to take up its work immediately in those thoroughfares and complete the same without any further delay. It is absolutely necessary that this work be completed by the first of September, says the mayor, for the automobile carnival, with President Taft as a possible guest, takes place Sept. 6.

Superintendent Putnam says he can complete the work if the rails are installed.

REUNION OF NYES WILL BOIL SUGAR

HIGHGATE CENTER, Vt.—A pleasing feature in connection with the fourth annual reunion of the Nye family of America, to be held in this place Aug. 4 to 6, will be a genuine maple sugar boiling, the sugar to be served on ice at the home of Benjamin Nye, Jr.

Mr. Nye's father, Benjamin Nye, Sr., of East Cambridge, is expected at the gathering. For the "sugaring off" an arch and evaporator on a small scale have been prepared, and William H. Nye, a successful merchant of Johnson, will give the sugar.

There are 1762 of these

"Thousand Islands"

Some large enough for only a mat of green sod and a clump of trees, others supporting farms and hotels and golf courses, with the beautiful St. Lawrence rippling around and among them, miles in width from American to Canadian shore—such is one of the great resort places of North America, the famous Thousand Islands. Here motor-boating, fishing, rowing, golf, tennis and picnics out of doors; dancing, concerts and the usual entertainment of the high-class hotel indoors, may prove just what you are looking for this summer.

There Are Through Pullman Cars via the Boston and Albany Railroad

to the Adirondack Mountains, Thousand Islands and Berkshire Hills.

Call on agents at Boston and Albany Railroad Stations, or at City Ticket Office, 366 Washington St., Phone 2140 Fort Hill, for folders "The Adirondack Mountains and How to Reach Them," "Thousand Islands," "Summer Homes on the Boston and Albany Railroad," or information on rates, routes, railroad tickets and sleeping-car accommodations.



BIG ROLLING MILLS HARRIMAN PLAN FOR GREELEY, COLORADO

Railroad Magnate Ordered Survey, but Details of Reported Plant Are Kept a Secret.

SPELLS ECONOMY

The Union Pacific Railroad Company it appears has about completed its plans for the establishment of immense rolling mills and steel works in Greeley, Col., where the steel rails for the western lines of the Harriman system and where the iron and other finished products for its cars and engines will be manufactured, says the Denver (Col.) News.

At Union Pacific headquarters in Omaha (Neb.) for months there has been talk of the establishment of rolling mills and a steel plant at some point along the western lines, but nothing has been given out concerning the location. Now, however, it seems that Greeley has been decided upon and that prior to his departure for Europe Mr. Harriman authorized the preliminary details looking to the location of the works.

Engineers have been at Greeley during the past three months and have made surveys of the grounds and they have found a location that is entirely satisfactory. Blue prints of the survey have been made and have been submitted to the Chicago offices of the company and from there have been sent on to New York.

While little definite information is given out, it is stated that when the plant is completed and in operation it will give employment to from 2000 to 3000 men in the roasting furnaces, the mills and the plate works.

When work will be commenced on the plant is uncertain, though it is intimated that some of the buildings may be erected this year.

Since Harriman acquired the control of the Union Pacific, the Southern Pacific and the Short Line he has felt the necessity of having steel works at some central point along the western portion of the system and, after making numerous trips back and forth from the coast, he has intimated that the most logical point would be in Colorado. He has said that to the south of Greeley less than 100 miles away there are mountains of iron and that in the western portion of the state and easy of access there are inexhaustible quantities of coal, besides the great fields of Wyoming, owned and operated by the company.

With these conditions existing, he has said that steel rails and the iron for cars and bridge work can be manufactured in Colorado at fully 25 per cent less than is now paid for the same class of material at the mills of Pennsylvania, and 10 per cent less than is now paid at the rolling mills of South Chicago.

Chief Engineer Huntley of the Union Pacific system says that while the plans for the Greeley works have not passed through his office, nothing would surprise him. He knows that the plan of the Harriman management has been to establish industries along the lines and manufacture the finished product out of the raw material tributary, thus saving the profits of the middleman, as well as manufacturing for sale to other roads. He has heard a great deal of talk about the Greeley works there at various times since early last spring.

The building of such mills as are contemplated would mean the expenditure of millions of dollars in buildings and equipping the plant and at the same time would mean the adding of hundreds of homes to Greeley, as the workmen, or the most of them, would become permanent residents of the place.

SCHOLARS STUDY GERMAN METHODS

The invasion of Germany by American professors continues apace and promises soon to break all previous records, says the New York Times.

The number of those who are either in Berlin or on the way is so great and their objects are so various that German university men confess to finding it hard to keep track of them.

In addition to newly announced contingents of "exchange professors" and "Roosevelt professors" who together compose the staff of America's unofficial diplomatic branch office at the Berlin University, Prof. L. G. Smith of Boston is in Berlin with eight other educators for the purpose of studying German schools. Prof. Ralph Starr of Cornell University will arrive next winter, and Prof. Marion D. Learned of the University of Pennsylvania is continuing his historical researches in Berlin, which are expected to present in a vivid light the depth and sincerity of the friendship toward the United States which Germany has shown in past centuries.

MONEY IN MAKING OF DAIRY BUTTER

The makers of private dairy butter have been having the inside track in prices the past winter and spring, says the Maine Farmer.

Country stores even in the best dairy sections have been unable to find enough of the private make to supply the local demand, and have had to resort to the butter factories.

As the dairy business is now trending there is more money to the dairyman in making private dairy butter to sell among patrons of creameries than in furnishing the cream to the factories.

Part Two of Waterway Report Made



TRANSPORTATION ON THE MISSISSIPPI.

View of the greatest river in the United States at St. Louis, showing the types of steamboats which carry both passengers and freight.

(Continued from Page One.)

We have, roughly, three great transportation systems—(1) rail; (2) deep water (coastwise and Great Lakes); (3) rivers and canals.

From 1880 to 1906 there has been (1) enormous increase in rail traffic; (2) a great increase of Great Lakes and coastwise traffic; (3) a decrease on the Mississippi river system and the inland canals, which practically represent the third class.

On the deep water Atlantic and gulf coasts the through freight is very largely bulk, chiefly coal, lumber, phosphate, naval stores, cotton, refined oil, sugar, rice and fruit. The greater volume moves northward. Little coal goes south by water. There is also an important movement of general merchandise. There is some use of gulf rivers as feeders, bringing bulk freight to central ports.

On the Pacific coast the principal bulk freight consists of lumber moving south and oil north; there is also considerable merchandise freight. There is a large trade with Alaska. The river traffic is relatively of much less importance.

More than 80 per cent of the Great Lakes trade is bulk, with very advanced terminal development and very low transportation costs. General merchandise freight is about 10 per cent of the lake traffic.

River and canal traffic in general is declining, especially on the Mississippi river system and inland canals. Up to 1855 traffic on the New York canals, including the Erie, was more than twice that of the railroads crossing New York state; in 1872 it was one-third, and now it is less than 3 per cent. The total traffic of all state and private canals has declined from 16,000,000 tons in 1880 to about 6,000,000 tons in 1906.

The Mississippi river traffic has greatly declined since the building of parallel railroads. It was about 19,000,000 tons in 1906, mainly coal, lumber, railroad ties, sand, gravel, oil, cotton.

FORESTRY CENTER IS TO BE CHICAGO

Field Work of the Federal Government Department Will Be Directed from Illinois City.

CHICAGO—The forestry department field work of the federal government is to be concentrated in Chicago. The work that has formerly been directed from Denver, Portland, San Francisco, Missoula and Albuquerque, will hereafter be conducted from Chicago.

Until this change the city had an unimportant part in the forest service department, the local forestry branch being connected with the reclamation service. The enlargement of its scope necessitated a larger force and more space, and the office was forced to move from the federal building to the fourteenth floor of the Fisher Building.

From Chicago will be issued the monthly statistical records of lumber values, and studies of the timber-using industries will be conducted from this point. Later in the year the government's testing laboratory will be opened at Madison, Wis., where it has been placed to cooperate with the University of Wisconsin. At that time the other testing plants, located in Washington, Lafayette, Ind., and in various points in the South, will be closed. The work at Madison will be directed through the Chicago office.

BEGIN SHELBURNE FALLS STRUCTURE

SHELBURNE FALLS, Mass.—Roy S. Merrill today began to erect a new tower on East mountain to take the place of the wooden structure blown down years ago. The new tower will be 60 feet high and constructed of stone laid in cement. It is to be circular and eight feet in diameter inside. The walls start at the base three feet in thickness and taper down to 18 inches at the top, the slope being on the outside.

The fund for rebuilding was started in 1898 when a minstrel show was given. Other entertainments have been given from time to time, and many private subscriptions made. The largest individual subscription was that of William M. Pratt of Greenfield, who contributed \$500.

sugar, rice and farm products. But the cotton traffic is surprisingly small. The only prosperous exception of importance is the coal traffic downstream from the Pittsburg district.

The great through business of earlier times no longer exists. The traffic history of St. Louis well illustrates this situation. River shipments there in 1880 were over 600,000 tons; in 1906, 80,000 tons. Rail shipments, on the other hand, in 1880 were about 5,000,000 tons; in 1906, 17,000,000 tons.

The situation in the Mississippi valley is highly unsatisfactory. There are two basic causes—first, the physical conditions, variations in water level and the enormous deposit of sediment; second, the destructive competition by the parallel railroads, in general refusing to share the traffic with the river.

Part IV. of this report, now in course of preparation, will deal with this further. It is sufficient to say now that rail competition is a most important factor in water traffic, and that some cooperation between railroads and waterways seems absolutely necessary to insure a reasonable use of our rivers.

One of the most practical methods of improving waterways, and especially terminals, is to secure for them a fair amount of business, thus insuring their higher development by private interests. This is shown by the ore and coal business on the lakes.

At present our river and canal system, hampered by its natural defects, in unrestricted competition with the unified, standardized rail system, is helpless to secure for itself a reasonable share of the freight. It therefore cannot afford to provide transportation facilities worthy of its great possibilities.

Whatever may be the limitations of the waterways system, it is clear that certain easily made improvements in channels, port terminals and especially in the regulation of the relations of railroads and waterways, can secure for the waterways a far greater proportion of business and lead to a great improvement in their condition.

CHICAGO LIBRARY REPORT GIVEN OUT

Interesting Facts of Progress Are Included in Annual Statement of Retiring Head of Board.

CHICAGO—Robert J. Roulston has been elected president of the public library board, to succeed Dr. Bernard J. Cigrand, who placed his name in nomination. In his annual report to the city council, Dr. Cigrand brought out the following facts:

The public library and the public schools have been brought into closer connection by the opening of two branch libraries with trained librarians in charge, in the Burr and Montefiore schools.

Branch reading rooms have been established at the parks and the new playgrounds.

The library has been open in the evening.

The circulation of books increased 33 per cent during the year.

"Story hours" have been instituted in many new centers, both in public school and in branch library rooms.

The Abraham Lincoln catalogue, the largest book of the kind ever devoted to a single individual, has been published and distributed among the school and civil institutions.

W. N. C. Carlton of Trinity College, Hartford, Conn., the successor to John Vance Cheney as librarian of the Newberry library, is enthusiastic over Chicago as the future library center of the nation. He says the city seems to have worked out its library needs on a most logical basis, with three large institutions (the Newberry, the Public and the Cerrill) developing side by side with definitely established relations and plans.

CHAIR OF AVIATION IN PARIS COLLEGE

The University of Paris has announced two donations in the interest of aviation, says the Kansas City Times. The first is \$100,000 with an annual subvention of \$3000 from Henri Deutsch-Delamare, for the foundation of a department of technical aeronautics, including studies and researches for the perfection of aerial apparatus. The second is \$140,000 from Basil Zakaroff, a Greek resident of Paris, for the foundation of a chair of aviation.

ILLUMINATE CITY FOR HOME-COMING

Campaign Started by Citizens to Make South Bend One of Best Lighted Cities in the World for Event.

SOUTH BEND, Ind.—Business men of this city today are engaged in a campaign to make South Bend one of the best lighted cities in the world, the illuminating improvements to be completed by Oct. 3, when South Bend will have a "home-coming" week.

On Michigan street even now every night is gala night if the lighting scheme is any indication of festivity. Besides the ordinary lights at street corners, Michigan street throughout the business district is illuminated by large arches across the street. The new movement on foot is to enlarge the system and to bring other business streets, in fact, the entire business district, within the glow.

The plan now contemplated provides for the lighting of Michigan, Jefferson, Main and Washington streets and Vista avenue. The electric light corporation and the gas company are in competition for the contract. The new lamps are to be arranged in clusters supported by arches, which will support additional clusters. Business men are enthusiastic over the scheme and are pushing the enterprise vigorously.

SALEM OLD-HOME WEEK PROGRAM

SALEM, Mass.—Friends of Salem in every quarter of the globe have been notified that the city is to celebrate Old Home Week, beginning July 26. Many thousands of post cards, containing views of the scout cruiser Salem and the silver service which the citizens are to present to her, have been mailed as a means of advertising the occasion. The money which purchased the silver service was raised by dime subscriptions. The program for the week follows:

Monday—Illumination, boat parade and fireworks at the Willows.

Tuesday—Presentation of gifts to the U. S. S. Salem and parade of ship's crew through principal streets.

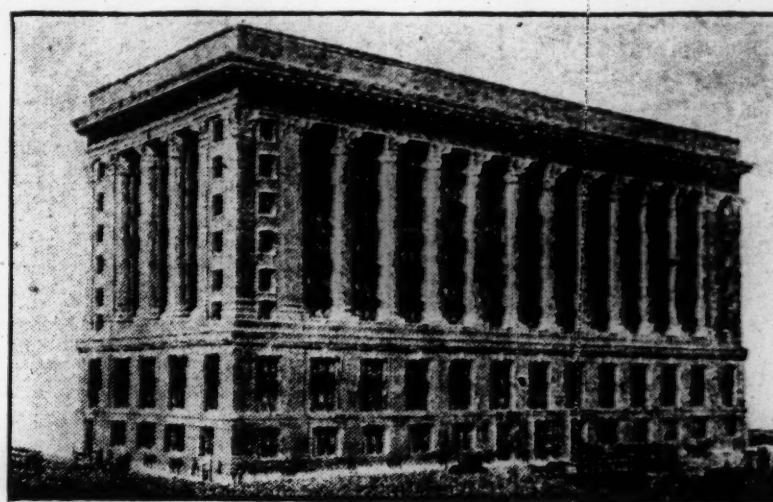
Wednesday—Military and civic parade and trades parade. Banquet in the evening at the state armory.

Thursday—Entertainment of the crew, with athletic sports. Ball for the blue-jackets in the evening.

MELROSE PLANS SOLDIERS' SHAFT

MELROSE, Mass.—An organization to raise funds to erect a soldiers' monument has been formed here and the officers are: President, Levi S. Gould; secretary, O. B. Monroe; treasurer, Col. Alfred Hocking. The executive committee is Moses S. Page, A. A. Carlton, C. J. Barton, C. T. Fernald, John Larabee, C. C. Sweet, J. A. Hewes, L. A. Friend, F. P. Shumway, Charles C. Barry, J. C. F. Slayton, George W. Libby, George E. Gilchrist, L. F. Keene, Charles M. Cox and W. N. Folsom. The fund starts with about \$1200 raised by U. S. Grant post. It is proposed to raise about \$15,000.

Lay Corner-Stone of Chicago's New City Hall at Ceremony Tomorrow



HOW CHICAGO'S CITY HALL WILL LOOK.

The above picture shows the Chicago court house, of which the municipal building will be an exact counterpart.

CHICAGO—The corner-stone of Chicago's new \$4,000,000 city hall will be laid tomorrow morning. The speech on behalf of the municipality will be delivered by Edward J. Brundage, corporation counsel. Mayor Busse will be unable to be present.

There will be 300 seats upon the platform for the city and county officials

and judges, and Alderman William Dever, chairman of the arrangements committee, is having difficulty in selecting the patrolmen for the occasion. He wants every man on the squad to know by sight every city and county official and judge invited to the platform.

A photographic record of the speeches will be made, the records to be sealed up in the corner-stone.

BOSTON BUYS TWO NEW MOTOR CARS

Two additional automobiles have just been added to the municipal garage for the use of the park department, as it is said that the city authorities consider automobiles economical. Seven have already been purchased this year, and more are to be added. The following departments have received the new machines: Building, bath, sewer, water, public grounds and the fire department. The bath department is the only department that was awarded two: one a touring car and the other a delivery wagon.

The total number of automobiles in the service of the several city departments is as follows: Mayor's office 1, street 6, sewer 2, schoolhouse 1, police 7, water 2, building 1, engineering 1, bath 3, public grounds 2, fire 2.

NUT TREES SHADE TOWN IN FLORIDA

A stranger coming to Tallahassee, Fla., is surprised at the great number of pecan trees found in the yards, gardens and on the streets, says the Tallahassee True Democrat. They are everywhere, and thousands upon thousands spring up every season, where the nuts are washed by the rains or dropped by the birds which feast upon them. If these trees had been budded with merchantable varieties when young they would now be producing thousands of bushels of the finest nuts annually, but of even these inferior varieties Tallahassee sells hundreds of dollars' worth each year.

CAPE COD DIGGER AT NEW BEDFORD

NEW BEDFORD, Mass.—The dredger Kennedy, which is to be used in cutting the Cape Cod canal, has arrived here, and will remain at this port for about two weeks to take on supplies and apparatus before going to Buzzards bay.

There are but two dredgers of the Kennedy's style and proportion in the United States, and it is expected that the other one will come here later to work on the Cape Cod bay end.

The big digger works by an endless chain of buckets. In dredging the Cape Cod canal a depth of 16 feet is estimated that the Kennedy will advance about 100 feet in 12 hours. The dredger is manned by a crew of 26 men, under command of Capt. C. Olsen.

TEACH FARMERS BY POSTAL CARD

Instruction by postal card is the latest innovation of the department of agriculture of the university at Berkeley, says the San Francisco Call. If the plans of the university faculty of this department mature, this method of instruction will be followed to supplement the work of the agricultural exhibition train which travels through the state at stated intervals.

It is planned to limit the number of words on the card to 500, which will be plenty in most cases to give the farmer a comprehensive command of the message of the university authorities.

ENGRAVING OF WOOD IS BECOMING A RARE DEPARTMENT IN ART

Henry Wolf is One of the Few Exponents of the Advance of Mechanical Inventions in This Line.

MAKES A PORTRAIT

But very few artists still carry on the gentle art of wood engraving. With the substitution of mechanical processes for reproducing illustrations the demand for engravings on wood for that purpose ceased. Only the few who had brought the art to such perfection that their work was sought for itself—as one would seek an etching or mezzotint—still do the work.

One of these is Henry Wolf, who has made rather a specialty of wood engravings from pictures by American artists, although not confining himself entirely to these. Mr. Wolf is a member of the National Academy of Design. He prints only a limited number of impressions from his blocks, and his work is much valued by collectors.

His latest block is a portrait of Robert Louis Stevenson, and, as it is engraved from a most unusual photograph instead of from a painting, it submits a new field for this wood engraver's art. Of course, portraiture in wood engraving is not new, but today the unconventional modern photograph is capable of giving to it a new turn. In any event friends and admirers of Stevenson will be glad that the photograph existed and that Stevenson's friend, Mr. Will H. Low, loaned it to Mr. Wolf that he might make an interpretive reproduction of it through wood engraving, says the New York Herald.

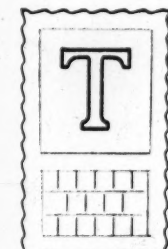
The history, naturalness and charm of the photograph are set forth in a letter from Mr. Low to Mr. Wolf.

With the result of Mr. Wolf's work from this photograph Stevenson's friend appears to be highly satisfied. "I am greatly pleased," he writes, "with your engraving of what I always considered the best photographic portrait of Robert Louis Stevenson. It is entirely faithful to the original and has a sense of tone that is especially good."

ACCEPTS A CALL TO BRIDGEWATER

WALTHAM, Mass.—The Rev. George S. Wheeler, who has been associated with the free reading room for the past two and a half years, has accepted a call to the pastorate of the Church of the New Jerusalem in Bridgewater, and will assume his duties there the first of October.

Since coming to Waltham the Rev. Mr. Wheeler has gained a wide acquaintance. Prior to coming here he served for six years as pastor of the New Jerusalem Church in Providence, R. I.



HERE must be some attractive subject in the neighborhood of your home that would make an interesting picture for reproduction in The

The subjects may be any of the following: Historic places, quaint houses, parks, picturesque landscapes, marine views, river views, old bridges, school gardens or playgrounds, children at play, or any

interesting bit of scenery that may come to your notice. If a suitable descriptive story of not over 200 words comes with the picture and it is used, it will be

Get Out Your
Cameras,
Boys and Girls

Christian Science Monitor. Then you may be able also to write a little story about it. The Monitor plans to print two original pictures each Saturday on

its Children's Page, which it aims to make both entertaining and instructive. For the best photograph received each week \$1.00 will be paid; for the second best, 50 cents. Small pictures will be considered.

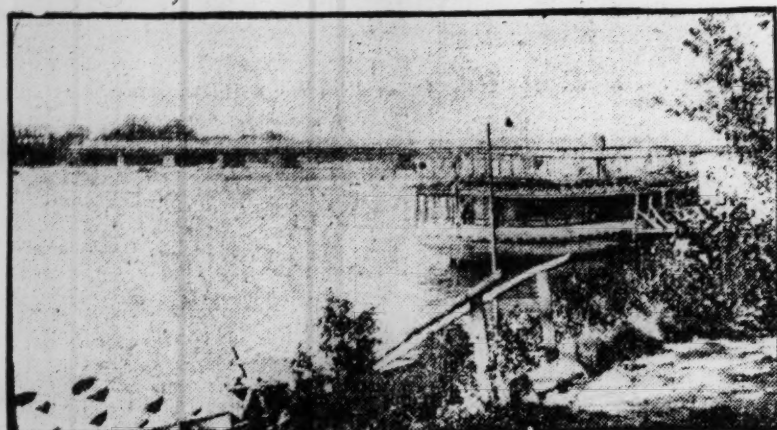
paid for. Write name and address plainly, and enclose stamps if return of picture is desired. Send to "Children's Page," Christian Science Monitor, Falmouth and St. Paul Streets, Boston, Mass., U. S. A.

Springfield Is Elated Over the Outlook for Navigation on the Connecticut River

Gaslight Company Utilizes Former Lumber Barge as a Tug and Dredger and Will Use It as a Freighter.

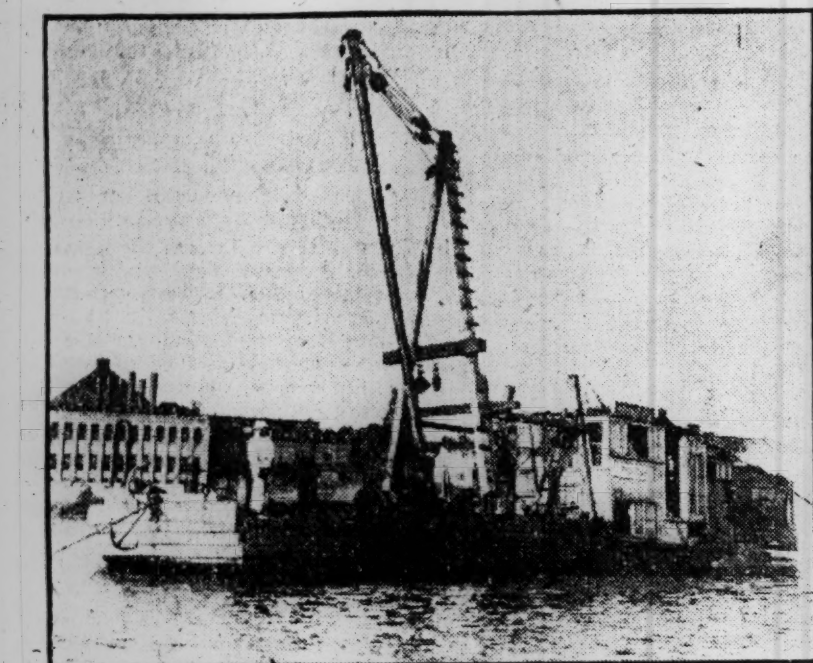
SURVEY IS ORDERED

SPRINGFIELD, Mass.—Business men of this city and large manufacturing interests along the entire Connecticut are feeling quite elated over the prospects for a navigable river, at least as far north as Springfield, within a reasonably short time, a harbor master having been appointed and confirmed recently for the



VIEW ON THE CONNECTICUT RIVER.

Scene at Springfield, Mass., showing the bridge in the background.



THE REMODELED PIONEER.

Former lumber barge has been converted into a combination tug, barge and dredger, and is now at work on the channel. It is propelled by a stern paddle.

city and prospects being excellent for a survey of the Connecticut river by the United States government this summer from Holyoke to tide-water.

One concern, the Springfield Gaslight Company, has already fitted up a power barge and intends making the experiment of bringing bulk freight to this city at the earliest possible moment.

The proposition of making the Connecticut river navigable to this city and above is one that has been agitated for more than 10 years, but many setbacks have been encountered by those who were at the head of the movement. The most serious obstacles which the promoters have been facing are the heavy damages which would have to be paid to various interests along the river and the expense which would be incurred in dredging the river after the surveys had been made.

This year the parties interested are fairly positive that the surveys will be made and thus one object toward which they have been working has received a gratifying impetus.

Serious complications arise at Windsor Locks, 10 miles below this city, where the Connecticut River Company has canal power and locks, and this has been one of the chief drawbacks to the scheme, the argument being that the damages which

would have to be paid to this company would be too great an expense to add to the cost of dredging the channel and of the other improvements required on the river.

Another setback is in the fact that at the present time there is a bill before the federal congress asking for the incorporation of the Enfield Power Company, which wishes to build a dam between Windsor Locks and the town of East Windsor, with a lock capable of lifting steamers and the largest barges from the lower to the higher level. The locks at present in use are too small to accommodate any craft drawing more than eight feet of water.

In an endeavor to secure reasonable navigation for this city, and particularly to haul coal to its own plant, the Springfield Gaslight Company converted a big lumber barge known as the Julie Plante into a large towboat, placing in it a powerful engine, equipping it with a huge derrick and making its hold capacity 30 tons of coal.

This remodeled towboat has been christened Pioneer and is intended to be a pioneer freight carrier on the Connecticut river between the sound and Springfield, as its name indicates.

The Pioneer is now at work dredging the channel between Hartford and Springfield, so that there will be a uni-

form depth of six feet at low water. This work is being done at the expense of the Springfield Gaslight Company.

The company is having built also four large barges, each with a capacity of 100 tons of coal, and hopes to freight its own fuel from tide-water to this city within a short time.

A great deal of money has been spent by the gas company in studying and solving the problem of navigation on this river and when Springfield merchants receive their bulk freight by water from Long Island sound, the company will merit the thanks of the interests along the entire river.

Springfield interests have not been selfish in the proposition in the least, and the business men of the city realize that it will be just as beneficial to Holyoke to be able to receive that city's great amount of bulk freight by water as it will be to this city, and in trying to work out the proposition Springfield citizens have always taken into consideration the interests along the entire river and have worked upon cooperative lines. To this attitude is due not a little of the success already achieved in this matter.

Before the days of the railroad, navigation was a reality on the Connecticut, and in Dickens' "American Notes" can be found reference to a trip thereon from Springfield to Hartford.

It is estimated that at the present time the number of pleasure craft to be found on the river in the vicinity of this city will amount to a total value of upward of \$100,000, and it is declared that the dredging of the river would increase the aggregate valuation by many thousands of dollars, while no one has ventured to estimate the benefit in matter of dollars and cents which the cities of Springfield and Holyoke would realize from craft of a strictly commercial nature.

Springfield is recognized as one of the growing manufacturing cities of the East, and the placing of the city at practically tide-water would reduce the first costs of the enormous amount of fuel used to such a degree that it is believed the value of the manufacturing in the city could be greatly increased within a few years.

The Springfield Society for the Advancement of Navigation has been active in furthering the arguments in favor of making the river navigable, and not a little credit is due to this organization, composed of prominent business men, for what has already been accomplished, including the recent appointment of Charles T. Sheen as harbor master, and the securing of a United States inspector to be stationed on the river this summer while the work of making the surveys for dredging is under way.

Classified Advertisements

RATES—One insertion, 12 cents a line, three or more insertions, 10 cents a line. Telephone your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising. Advertisers may have answers sent care of New York Office, Suites 2092-2093, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 168 Michigan Ave.

REAL ESTATE

ALLSTON—Brick block, 2 stories, 6 suites near stream and electric cars; modern improvements; bargain; easy terms. W. J. DWYER, 15 State st.; tel. 5579 Main.

FINANCIAL

WANTED—Loan of \$5000, good first mortgage as security; will pay 8 per cent interest for three years; wish to use money in business which is also on property; investigate. M. T. TWOMEY, 114 Poplar st., Roslindale, Mass.

MORTGAGES FOR SALE

FIVE PER CENT MORTGAGES FOR SALE; secured by first lien on improved real estate in Kansas City, Mo.; write for offerings.

CORN BELT BANK

KANSAS CITY, MO.

SUMMER HOMES

TO LET—"Bellevue" cottage, Green Harbor (Duxbury Beach), Mass.; 8 rooms fur. Apply at cottage or phone 03. 1424-1.

FOR SALE OR TO LET—Five room summer cottage, furnished, Woodin Park, Lake George, N. Y. Address HATTIE A. GRAY, 20 Broad st., Boston Spn. N. Y.

ROOM AND BOARD

HUNTINGTON AVE., No. 86. Front suite of 2 large furnished rooms; private bath; connected with main house; private house; ref. required; tourists accommodated.

EDINBURGH, Scotland. Rooms central, very comfortable; good cooking; convenient for Christian Scientists. PARKHOUSE, 14 Northumberland st.

CHICAGO—Nicely furnished outside room; private family; opposite Garfield Park, 69 So. Hamilton, 1st apartment; phone Kedzie 7342.

162 HUNTINGTON AVE. Nicely furnished large and small rooms; convenient location. Telephone 2722-4 B. B.

ROOMS and first-class board. MISS A. WOODWARD, 78 Cypress st., Brookline, Mass. Telephone 222-7 Brookline.

81ST ST., 39 EAST, New York—Rooms, single or en suite; meals optional; summer rates. MRS. D. E. TUTHILL.

NEW YORK, 41 West 84th st.—Large and small rooms with or without board; references required.

FOR SALE

EDISON phonograph; good condition; record case and number of records. Address L. R. F. 16 Henry st., Medford, Mass.

FOR SALE—A four-light crystal and cut glass chandelier. 105 Howard ave., Dorchester, suite 2.

FOR SALE—Upright piano, mahogany case, at low price. Address E. 108, Monitor Office.

PIANO TUNING

FRED N. HALE, 3012 E. 19th st., Kansas City, Mo. Tel. Home E. 2019

LEATHER FINISH

ENAMELAC LEATHER FINISH in 100 colors makes old leather new in your auto or on your furniture; \$1 per can; ask your dealer or send direct. ENAMELAC VARNISH CO., 75 Main st., Racine, Wis.

MACHINERY

SAFES AND MACHINERY moved promptly by YOUNG, SMITH & HOPKINS, 371 Atlantic avenue.

WALTHAM WOMEN ANNOUNCE PLANS

WALTHAM, Mass.—The Waltham Women's Club today made public its program for the season of 1909-10, and the season promises to equal in interest its former excellent programs.

The regular meetings of the club on the first and third Fridays of each month will be in charge of committees, these being the social committee, of which Mrs. Mae F. Cobb is chairman; music and art, Miss Vera Sawin, chairman; civic, Mrs. Mary Barry; education, Mrs. Fanny Harvey; literature and history, Mrs. E. P. Smith; and home day, Mrs. Mary H. Sibley.

The season opens on Oct. 22 with a reception to Miss Georgia A. Bacon, president, and other officers of the Massachusetts Federation of Women's Clubs.

Speakers for the season include Judge Ben B. Lindsey of Denver, E. H. Griggs, Prof. Borden P. Bowne of Boston University, Prof. Paul Martin Pearson, William U. Swan of the Associated Press, the Rev. Nicholas Van Der Pyle and others.

SEA TO WET DUST FOR MARBLEHEAD

MARBLEHEAD, Mass.—Because of the continued scarcity of water the local authorities are contemplating the use of sea water for street sprinkling purposes. Over 100,000 gallons a day are required for this purpose and that would be a considerable saving. One of the supply wells, known as the Oliver No. 2, contains only four and a half feet of water. The dry spell has been second to none in the town's history.

REVIVAL MEETING CAMPAIGN OPENS

The Evangelical Alliance of Greater Boston opened a series of outdoor revival meetings Sunday at the National league baseball grounds.

Simultaneous meetings were conducted at about 20 places in and about Boston, and it is estimated that fully 15,000 people attended these services. About 800 attended the ball park meeting. Five more open-air services will be held on succeeding Sundays.

MILLBURY TAX IS LOWER

MILLBURY, Mass.—The tax rate per \$1000 in Millbury for the coming year, as figured out by the assessors, will be \$22.50. This is \$1 less than last year.

APARTMENTS TO LET

Low Price

Cool and Cozy

Fine Location

APARTMENTS TO LET

TO LET

On lease, until June 26, 1910, 2 rooms, bath and kitchenette, first floor; in perfect order, hot water always; warm in winter, cool in summer; looks out on the Fens. Apply C. M. V., Monitor Office.

Hemenway Terrace

HATTERS

WM. R. HAND, PRACTICAL HATTER, 10 Avery st., few doors south of Adams House, street floor, makes a specialty of Panama work; Panamas and straw cleaned, new bands and sweat leather while you wait; 25 years' experience.

WAXED PAPER

WAXED PAPER FOR HOUSEHOLD USE. 20 large sheets mailed on receipt of a dime. CLIMAX MILLS, Hamburg, N. Y.

DENTISTRY

J. W. KEYES, D. M. D., has moved his dental office to 1427 F st., Washington, D. C.

HOUSEHOLD NEEDS

FOR COUNTRY HOMES AND BUILDINGS

A Brilliant Light

A SLENDER COOKING SERVICE. An up-to-date, low priced, simple, safe, dependable gas plant to light, cook, heat, operate water pump, etc.

KEMP'S CLIMAX GAS CO.

BALTIMORE, MD.

ADAMS & SWETT CO.

Established 1866.

CARPET CLEANING.

VACUUM CLEANING.

130 Kemble Street, Roxbury.

Telephone Box 1061 and 1290.

Price Lists and Estimates Furnished.

A 14-STYLES home with the wonderful chemically treated cloth that dusts, cleans and polishes everything, injures nothing; no dust in the air. Improves with washing; postpaid 25¢; your address for particulars; agents wanted. HOWARD DUSTLESS-PAINTER, 104 Federal st., Boston, Mass.

Carpet Cleaning and Upholstering.

Furniture repaired, mattresses renovated; first class work. JAMES H. REBER & CO., 79-81 Bow st., Somerville. Tel. 653-1 Sun.

BABY CARRIAGES

repaired, wheels retired, carriage parts. W. J. REILLY & CO., 147 Portland st.

HELP WANTED

WANTED—A French person who is an experienced teacher and a Christian Scientist to teach French in The Principia School. Apply to E. RUSSELL FIELD, Secretary, The Principia, St. Louis, Mo.

WANTED—Young lady, bookkeeper, stenographer, to give part of time to office work; Christian Scientist preferred. Apply in person, room 333, 170 Summer st., Boston.

GRAMMAR or high school graduate, with some experience, for cashier, moderate salary to start. M. F. COTTELL, 19 Exchange st.

SITUATIONS WANTED

FRENCH LADY, 25, desires post as governess to American family. Apply MISS LUCISON, 8 Granville, Mansions, Shepherd's Bush, London, W. England.

REFINED colored girl wishes position as ladies' maid or nursery maid; will go to country. R. L. MILLER, 80 Angell st., Providence, R. I.

ACCOUNTANT and office manager seeks engagement; competent to take entire charge. Q. L. 2093 Metropolitan bldg., N. Y. City.

CAPABLE WOMAN desires position as companion or managing housekeeper. MRS. WHITE, 1507 Main st., N. Y. City.

EXPERT PACKER and shipper wants position; good references. Address A 130, Monitor Office.

BOOKS

SPECIAL NOTICE

To Book and Art Exchanges ONLY. We will send upon request samples of all mottoes, cards, and booklets published by the Mt. Vernon Press. Samples to be forwarded, after inspection, at our expense to some other address, over 100 different designs. WASHINGTON BOOK & ART SHOP, 519 Colo. building, Washington, D. C. Send for catalogue stating whether retail or wholesale.

MONITOR SCRAP BOOK

Full dark green cloth, gold letters; 10412; 10¢; prepaid any color, 15¢. Sample 10¢. F. L. LOCKE, 17 Merchants Row, Boston. Telephone Main 2604-3.

RESTAURANTS

South Station Restaurant

ALWAYS ESSENTIAL to know a good place to eat; arriving or departing from the South Station, Boston, you will find quick service and pure food at the restaurant and lunch room, with accommodation for 500 people; all modern conveniences. COOPER, LOWELL CO., Proprietors.

CHOCOLATES

A TWO-POUNCE BOX OF DAGGETT'S delicious chocolates will be mailed to any address in the U. S. upon receipt of \$1.10, size 6x6, half lb. Sample 10¢. F. L. DAGGETT CO., 33-35 Lewis Wharf, Boston.

PHOTO SUPPLIES

WE WANT you to call at our store for a free sample of the new rapid carbon A820 developing paper; prints quickly and with great contrast.

F. T. KING & CO.

23 BROMFIELD ST., BOSTON.

MISCELLANEOUS

WOODPECKER BARN PAINT

IN RED, BROWN AND SLATE COLORS. YOU TAKE NO RISK in using this Paint. It will not crack and scale. It is made only by the

AJAX PAINT CO.

INDIANAPOLIS, IND.

CRAB TREE FARM

LAKE FOREST, ILL. CERTIFIED MILK FOR CHICAGO.

Readers of

The Monitor

Going to

Seattle

Exposition

will find The Christian

Science Monitor on

sale by the Interna-

tional News Agency

at First Avenue South

and Washington St.,

and at Second Avenue

and Cherry St., near

the Alaska Building.

NEWS OF THE REALTY MARKET

The Browne Building, 126 to 150 Pleasant street, Malden, assessed at \$131,000, has just been sold by Charles J. Scheffren to Ezra F. Pratt. The land alone is valued at \$72,000 and the price paid was in excess of the total assessed valuation.

The Browne Building is one of the most prominent in Malden, directly opposite the Auditorium, near Malden square. It is a large five-story brick and stone structure with seven stories on the lower floor, offices on the second floor and halls on the third and fourth floors. It is the home of the Malden Club, which occupies a large part of the second floor, while Astor Hall is the meeting place of more than 40 secret orders and other societies.

The conveyance includes the Marcus terrace property adjoining, known as the Edward Hall Building. The second floor is occupied by the Young Women's Christian Association and several orders make their home there. Both parcels will be further improved.

BROOKLINE—BRIGHTON.

Charles J. Johnston of Roxbury has closed the purchase of a lot on Beacon street, between Winthrop road and Tappan street, Brookline. It is assessed for \$20,000. There is 17,425 square feet. J. W. French was the grantor. Mr. Johnston will make extensive improvements.

Houghton & Rich, Easton Building, report the passing of final papers in the sale of the apartment property at 83 Brighton avenue, Allston, to the Eastern Land Associates. The estate consists of a modern three-apartment brick building and good lot of land, all assessed for \$7400. William P. Morse was the grantor.

DISTRICT TRANSFERS.

The Eliot Five Cents Savings Bank has sold to Manfredo Friediana a frame house and stable at 326 Dudley street,

near Adams street, Roxbury, occupying 12,000 square feet of land. The whole is assessed for \$13,800, of which \$10,800 is on the lot.

The city of Boston has bought for schoolhouse purposes a large lot on Ruggles street running through to Winthrop place near Ruggles street, Roxbury. James D. Brennan was the grantor. There is 27,500 square feet, assessed for \$1 per square foot.

A brick house, with 1367 square feet of land, on Kilton street, near Washington street, Dorchester, owned by James R. Murphy, has been sold to Charles J. Scheffren. It is rated at \$3500.

Warren W. Lovejoy has sold to Ida J. Lindsay a frame house with 4000 Dorchester, taxed at \$3800.

A frame house and 8453 square feet of land at 118 Kittredge street, Roslindale, West Roxbury, have been sold through Windsor R. Porter & Son, to Catherine F. England, who will occupy. The title was given by Johanna C. Rydstrom.

OUT-OF-TOWN SALES.

Fred Goss of Melrose has purchased through Josiah F. Prescott the Osgood fruit and grass farm in Deering, N. H.

The country residence of the Rev. Arthur W. Richards on Hayden Rowe street, Hopkinton, has been sold through P. F. Leland to Mrs. Eleanor Medhurst of Boston for an all-the-year-round home.

Dr. Herbert F. Longley of Randolph has purchased a cottage owned by I. Danforth, administrator, at Gun Point, Harpswell, Me.

John B. Burdette has bought a six-room house and about 35,000 square feet of land at 559 Main street, Wakefield, from the heirs of Caleb Foster. The property is assessed for \$3000.

SOMERVILLE.

The Massachusetts Realty Company has sold a two-family house and 3000 square feet of land at 900 Broadway,

Somerville, for W. H. Harlow to Harriet A. Rooks. The land is assessed for \$1100.

BACK BAY—BEACON HILL.

Ezra F. Pratt has purchased from Charles J. Scheffren the large four-story west-front brick apartment house, 64 Westland avenue, Back Bay, near the corner of Hemenway street, having a total assessment of \$23,000. At the same time Mr. Pratt sold to Charles J. Scheffren the Hotel Glenwood in Roxbury. There is 2890 square feet of land, rated at \$13,600.

The sale of 6 Hancock street, West End, has been effected. Clara G. Perry conveyed to Robert S. Gorman et al., trustees. The total assessment is \$30,500.

NOTABLE SALEM SALE.

A notable sale has just been closed in Salem by which John J. Cunney buys from Alfred F. Ware et al. the landmark known as the "First Wares" at 30 to 32 Highland street. The estate consists of a double frame house and 50,000 square feet of land.

LYNN, Mass.—The public-spirited generosity of half a dozen property holders in East Lynn has brought the city into possession of a valuable tract of land adjacent to Goldfish pond, which will in time become part of the beautiful Lafayette park.

The land fronts on Parker avenue overlooking the pond. The deed by which the transfer was made on Saturday bears the names of John H. Parker, William E. Parker, Lizzie F. Viall, Charlotte E. Parker, Florence A. Parker and Louise E. Parker, most of whom reside on Bloomfield street nearby. Residents of the locality will petition the city council to act at once in developing the new strip and enlarging the reservation.

EAST LYNN LAND GIVEN FOR PARK

The Evangelical Alliance of Greater Boston opened a series of outdoor revival meetings Sunday at the National league baseball grounds.

Simultaneous meetings were conducted at about 20 places in and about Boston, and it is estimated that fully 15,000 people attended these services. About 800 attended the ball park meeting. Five more open-air services will be held on succeeding Sundays.

MILLBURY TAX IS LOWER

MILLBURY, Mass.—The tax rate per \$1000 in Millbury for the coming year, as figured out by the assessors, will be \$22.50. This is \$1 less than last year.

Trading in Stocks of Larger Volume, Closing at Higher Level

VERY STRONG TONE IS DEVELOPED IN STOCK MARKET

New High Level Is Reached by a Few Issues and Considerable Irregularity Is Shown in the Trading.

GIROUX IS ACTIVE

Irregularity followed by some display of strength characterized the early trading today in the New York market. The new high level of some of the leaders is looked upon from several viewpoints by traders, leading a rather uncertain tone to the market. Some think that the big interests are still rather heavily loaded up with securities and that in order to create a market for them the public must be attracted by a spectacular rise in prices and that an excited market may be expected almost any time when quotations will soar with little regard to values. Others believe that the public will not be tempted to any great extent in this way and that before there is a good outside buying there must be a much healthier reaction and lower prices.

The market today gave evidence that it was somewhat of a professional affair and much caution was shown by both the bears and bulls. St. Paul became conspicuous in the early sales by making a sharp advance. After opening up 1 1/2 at 136 it advanced to 136 1/2. Union Pacific opened up 3/4 at 198 1/2, a new high level, and reacted fractionally. Atchafalaya started off 1/2 higher at 117 1/2 and improved fractionally. Chesapeake & Ohio at 77 1/2 was up 3/4 and during the first hour advanced to 78 1/2.

The Rock Island issues were in good demand. The preferred was up 1/2 at the opening at 73 1/2 and improved to 74. The Rock Island securities have been helped very much by the expected record breaking corn crop. The road's lines penetrate the corn raising districts to a greater extent than any other road, and the abundant harvest doubtless will add greatly to its earnings during the coming fall. The Rock Island system comprises 17,000 miles of lines which enter nearly every corn growing state of the Union. There is a renewal of talk that dividends are to be restored on the preferred.

Ontario & Western attracted some attention by advancing from 52 1/2 to 54. Reading opened up 3/4 at 156 1/2 and rose to 157. U. S. Steel was less active. It opened off 1/4 at 72, declined to 71 1/2, and then recovered its loss. Steel Foundries sold up to 53, a new high level. Amalgamated Copper was up 1/4 at the opening at 82 1/2 and then sold under 82.

A good deal of Giroux was traded in on the Boston exchange. It opened at 9 1/2, an advance of 1/4, and sold up to 10 1/2. North Butte was 1/2 higher at 52, and advanced to 52 1/2. Later it reacted somewhat. Superior & Pittsburg was lower at 10 1/2 and 10 3/4.

The New York market developed a strong tone in the early afternoon and trading became broader. There were some recessions on profit taking and trading became quiet during the later trading. The Boston market held steady. Utah Copper advancing from 48 1/2 to 50 was a feature of the local market.

CENTRAL LINES ARE DOING WELL

W. C. Brown, president of the New York Central lines, returned to New York from a vacation trip on Friday. He left New York on June 12 and spent most of his time on his farm at Clorinda, Ia. While visiting his farm he traveled over a considerable portion of the neighboring farming districts on horseback and in an automobile.

Mr. Brown said that he found the crop everywhere looking fine and the condition of the farming classes better than ever before. On the way back to New York he stopped at several of the large cities and found from all reports that business was greatly improved. Mr. Brown stated that the New York Central was doing an exceedingly large business both in freight and passengers, and the company had more money in bank than at any other previous time.

MANY GRADUATES IN ILLINOIS

It is estimated that there are 37,000 grammar school and 7,500 high school graduates in Illinois this year, according to Francis G. Blair, state superintendent of public instruction, says the Chicago Tribune.

LIVERPOOL—Cotton business moderate; prices easier. American middling uplands 6.00. Sales 8,000. Receipts none. American Futures opened steady.

Have the Monitor Sent to Your Summer Address?

Subscribers need only to keep this office informed as to their whereabouts and address will be changed as often as desired.

Send Notice to the Circulation Department

NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal active stocks today:

	Open.	High.	Low.	Last Sale
Amal Copper	62 1/2	62 1/2	61 1/2	61 1/2
Am Bond Sugar	44 1/4	44 1/4	43 1/4	43 1/4
Am Car & Found	61 1/2	63	61 1/2	62
Am Cotton Oil	72 1/2	74 1/2	72 1/2	74
Am Ice Securities	37 1/2	38 1/2	37 1/2	38
Am Locomotive	61	61 1/2	61	61 1/2
Am Smelt & Re	94 1/2	94 1/2	93 1/2	93 1/2
Am Smelt & Re pf	112 1/2	112 1/2	112	112
Am St Pn new	14 1/2	15 1/2	14 1/2	15
Am Sugar	127 1/2	127 1/2	126 1/2	127
Am Tel & Tel	140 1/2	140 1/2	140 1/2	140 1/2
Anacosta	48	48	47 1/2	47 1/2
Atchafalaya	117 1/2	117 1/2	116 1/2	116 1/2
Atchafalaya pf	104 1/2	105	104 1/2	104 1/2
At Coast Line	132 1/2	132 1/2	132 1/2	132 1/2
Balt & Ohio	119 1/2	120 1/2	119 1/2	119 1/2
Bt Rad Transit	78 1/2	79 1/2	78 1/2	78 1/2
Canadian Pac	155 1/2	156 1/2	155 1/2	156 1/2
Can Lumber	32 1/2	33 1/2	32 1/2	32 1/2
Cent of N J	105 1/2	105 1/2	105 1/2	105 1/2
Cent of N J pf	287	288	287	288
Ches & Ohio	77 1/2	79 1/2	77 1/2	78 1/2
Chi & Alton	69 1/2	69 1/2	69 1/2	69 1/2
Chi & W B	43 1/2	44 1/2	43 1/2	44 1/2
Col Fuel & Iron	44 1/2	45 1/2	44 1/2	44 1/2
Con Gas	139 1/2	141 1/2	139 1/2	140 1/2
Corn Products	23 1/2	23 1/2	23 1/2	23 1/2
Dol & Hudson	194	194	193 1/2	193 1/2
Don & Rio Grande	47 1/2	48	47 1/2	47 1/2
Erie	36 1/2	36 1/2	36	36
Gen Electric	165 1/2	166 1/2	165 1/2	166 1/2
Gen Electric pf	150 1/2	151 1/2	150 1/2	150 1/2
Gen One pf	76 1/2	76 1/2	76 1/2	76 1/2
Illinois Cent	155 1/2	156 1/2	154 1/2	154 1/2
Interboro-Mt pf	48	48 1/2	47 1/2	47 1/2
Kan City So	45 1/2	46	45 1/2	45 1/2
Kansas & Texas	42 1/2	42 1/2	41 1/2	42
Louis & Nash	145 1/2	145 1/2	145 1/2	145 1/2
Missouri Pac	73 1/2	73 1/2	73 1/2	73 1/2
National Lead	86 1/2	86 1/2	86 1/2	86 1/2
N Y C & M 2d pref	52 1/2	53 1/2	52 1/2	53 1/2
N Y C & M 3d	32 1/2	32 1/2	32 1/2	32 1/2
Nor & Western	93 1/2	94	92 1/2	92 1/2
Northern Pac	152 1/2	153 1/2	152 1/2	153 1/2
Northwestern	163 1/2	163 1/2	163 1/2	163 1/2
Ontario & Western	52 1/2	54 1/2	52 1/2	53 1/2
Pennsylvania	118 1/2	118 1/2	118 1/2	118 1/2
Pennsylvania pf	138 1/2	138 1/2	138 1/2	138 1/2
Pressed Steel Car	43 1/2	44 1/2	43 1/2	44 1/2
Reading	156 1/2	157 1/2	155 1/2	156 1/2
Repub Steel	33 1/2	33 1/2	33 1/2	33 1/2
Rock Island	73 1/2	74 1/2	73 1/2	73 1/2
Rock Island pf	73 1/2	74 1/2	73 1/2	73 1/2
Sloss-Sher & S	84 1/2	85	84 1/2	84 1/2
Southern Railway	31 1/2	31 1/2	31 1/2	31 1/2
St Paul	156 1/2	156 1/2	155 1/2	155 1/2
Texas Pacific	25 1/2	26 1/2	24 1/2	24 1/2
Third Avenue	20	20 1/2	19 1/2	19 1/2
Twin City Rap Tr	103 1/2	103 1/2	103 1/2	103 1/2
Union Pacific	158 1/2	158 1/2	157 1/2	157 1/2
Union Pacific pf	106 1/2	106 1/2	106 1/2	106 1/2
Union Pacific 2d	53 1/2	53 1/2	53 1/2	53 1/2
U S Rubber	116 1/2	117	116 1/2	117
U S Steel	72 1/2	73 1/2	71 1/2	71 1/2
U S Steel pf	127 1/2	128 1/2	127 1/2	127 1/2
Wabash	57 1/2	57 1/2	56 1/2	56 1/2
Westinghouse	85 1/2	85 1/2	85 1/2	85 1/2

BONDS

	Opening.	High.	Low.
Am T & T	105	105	104 1/2
Atchafalaya 4s	94	94	94
Atchafalaya 4s	101 1/2	101 1/2	101 1/2
Den & Rio Grande 4s	96 1/2	96 1/2	95 1/2
Erie 4s	86 1/2	86 1/2	86 1/2
Gen Electric 4s	105 1/2	105 1/2	105 1/2
Illinois Cent 4s	87 1/2	87 1/2	87 1/2
Japan 4 1/2s	94 1/2	94 1/2	93 1/2
Japan 4 1/2s new	93 1/2	93 1/2	93 1/2
N Y C & M 4s 1908	101 1/2	101 1/2	101 1/2
N Y C & M 4s new	101 1/2	101 1/2	101 1/2
Nor & Western 4s	98 1/2	98 1/2	98 1/2
Reading 4s	101	101	100 1/2
Rock Island 4s	81 1/2	81 1/2	81 1/2
Rock Island 4s	94	94	93 1/2
Union Pacific 4s	113 1/2	113 1/2	112 1/2
U S Steel 4s	116	116	115 1/2
Wabash 4s	76 1/2	76 1/2	76 1/2
Wisconsin Central 4s	95 1/2	95 1/2	95 1/2

GOVERNMENT BONDS

	Opening.	High.	Low.
2s registered	100 1/2	100 1/2	100 1/2
do coupon	100 1/2	100 1/2	100 1/2
3s registered	101 1/2	101 1/2	101 1/2
do coupon	101 1/2	101 1/2	101 1/2
4s registered	101 1/2	101 1/2	101 1/2
do coupon	101 1/2	101 1/2	101 1/2
5s registered	101 1/2	101 1/2	101 1/2
do coupon	101 1/2	101 1/2	101 1/2
6s registered	101 1/2	101 1/2	101 1/2
do coupon	101 1/2	101 1/2	101 1/2

LONDON MARKET—4 P. M.

	Consols.	Money.	4 1/2s.	4 1/2s.	4 1/2s.
Consols.	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
Money	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
4 1/2s.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
4 1/2s.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
4 1/2s.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
4 1/2s.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
4 1/2s.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
4 1/2s.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
4 1/2s.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2

THE COTTON MARKET

NEW YORK—Cotton market opened weak, 12 to 23 points lower on reports that the drought in Texas has been broken and lower cables: July 12, 1909; August 11, 1909; September 11, 1909; October 11, 1909; November 11, 1909; December 11, 1909; January 11, 1910.

LIVERPOOL—Cotton business moderate; prices easier.

American middling uplands 6.00. Sales 8,000. Receipts none. American Futures opened steady.

QUEER ARTICLES INCLUDED AMONG GOODS IMPORTED

Recent tariff revisions which include the rates of duty on articles almost unknown by name to the general public have illustrated the breadth of scope of the commerce of the United States. The fact that the world is ransacked for articles to contribute to the wants of the American public, and that the American producers and manufacturers in turn supply to all parts of the world articles which are in many instances not considered by the general public as entering international trade, is sharply pointed out by these discussions and the inquiries which grow out of them.

The great variety of the articles forming the trade of the United States with other countries is illustrated more clearly by the bureau of statistics figures of imports than those of exports, due to the fact that its import record is necessarily stated in terms of the tariff law.

The fact that the tariff places varying rates of duty upon different articles, and that the bureau of statistics must state the quantity, if possible, and the value in all cases of each of the articles or class of articles upon which a separate rate of duty is named requires that bureau to differentiate much more closely in its statement of imports than that of exports. As a result its statement of articles and grades of articles imported contains many thousand items.

A study of this statement, "Imports for consumption," as issued by the bureau of statistics and constantly consulting by statisticians in preparing and discussing and acting upon the pending tariff bill, shows many curious facts regarding articles included in the import trade of the United States.

Wild animals, for example, imported for zoological exhibitions and educational purposes, which are permitted to enter free of duty because of their prospective use for educational purposes, amounted in 1908 to between \$6000 and \$7000, while those imported for other purposes evidently exceeded this sum by far, since the group, "all other animals," aside from cattle, horses, mules, sheep, swine, animals for breeding purposes and teams of immigrants, still shows a value of over \$100,000.

BANK DEPOSITS ARE INCREASING

CHICAGO—Some of the local banks have increased their deposits since July 1 and some of the larger banks have larger deposits than shown in the recent bank statement. It seems that there is some disposition to borrow on the low market in anticipation of firmer rates later. One large concern was reported to have borrowed \$1,000,000 and other concerns not in the market for some time borrowed substantial amounts.

The banks are lending no money under 4 per cent, and it is currently believed by bankers that money will continue at this rate locally or rise further in the months to follow.

Commercial paper is a little higher in the West. Country banks are not buying much paper below 4 per cent. There are still purchases in the East of 3 1/2 per cent, but banks in this section do not believe there will be much more paper in the West at this price.

DIVIDENDS

The H. B. Claffin Company has declared the usual quarterly dividends of 1 1/4 per cent on the first preferred stock and 1 1/2 per cent on the second preferred stock, payable Aug. 2.

The Montreal Heat & Power Company has declared a quarterly dividend of 1 1/4 per cent. This is an increase of 1/4 per cent over the previous payment and places the stock on a 7 per cent per annum basis.

BOSTON BANK STATEMENT

An increase in deposits amounting to \$3,160,000 was shown by the weekly statement of the Boston clearing house banks. The loans were increased \$4,680,000. The reserve excess was increased by \$1,217,857. The excess with reserve agents was increased \$3,529,857. The statement in detail shows:

Loans.....\$212,967,000
Deposits.....\$212,967,000
Due banks.....\$212,967,000
U. S. deposits.....\$212,967,000
Exchange clear.....\$212,967,000
Due from banks.....\$212,967,000
Specie.....\$212,967,000
Legal tenders.....\$212,967,000
Reserve excess.....\$212,967,000
Ex. with res. agts.....\$212,967,000

Decrease. Excess of reserve last year in Boston \$6,321,143; with reserve agents, \$21,274,143.

CLEARING HOUSE COMPARISONS.

Money between the banks quoted at 2 per cent. New York funds sold at par per \$1000 cash. The exchanges and balances for today compare with the totals of the corresponding period in 1908 as follows:

1909. 1908.
Exchanges.....\$19,333,411 \$16,113,276
Balances.....1,977,538 1,070,218
The United States sub-treasury shows a debit balance at the clearing house of \$37,371.

LONDON HOLIDAYS. LONDON The stock exchange here will be closed Saturday, July 31, and Monday, Aug. 2, bank holidays.

BOSTON STOCKS

BOSTON—Following are the opening, high, low and last sales of the active stocks today:

	Open.	High.	Low.	Last Sale
Adventure	7	7	6 1/2	6 1/2
Arizona Commercial	41 1/2	40 1/2	40 1/2	40 1/2
Butte Coalition	24 1/2	24 1/2	24 1/2	24 1/2
Calumet & Arizona	103 1/2	103 1/2	103 1/2	103 1/2
Calumet & Hecla	635	635	630	635
Consolidated Massey	22 1/2	22 1/2	22 1/2	22 1/2
Copper Range	81 1/2	82 1/2	81 1/2	81 1/2
Elm River	1 1/2	1 1/2	1 1/2	1 1/2
Franklin	16 1/2	16 1/2	16 1/2	16 1/2
Graham	99	99	99	99
Greene-Canaan	9 1/2	9 1/2	9 1/2	9 1/2
La Salle	13 1/2	14	13 1/2	14
Nicolas Com	4 1/2	4 1/2	4 1/2	4 1/2
Noback	61	61	59 1/2	59 1/2
Nova Scotia	23 1/2	23 1/2	23 1/2	23 1/2
North Butte	5 1/2	5 1/2	5 1/2	5 1/2
Old Dominion	54	54	54	54
Parrot	31	31 1/2	31	31 1/2
Quincy	89	89	89	89
Superior Copper	15	15 1/2	15	15 1/2
Tamamack	64	64	64	64
Trinity	11 1/2	11 1/2	11 1/2	11 1/2
Utah Consolidated	42 1/2	42 1/2	42 1/2	42 1/2
Utah Copper Co.	48 1/2	48 1/2	48 1/2	48 1/2
Wyandott	2 1/2	2 1/2	2 1/2	2 1/2

LAND.

East Boston Land	11 1/2	11 1/2	11 1/2	11 1/2
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RAILROADS.

Contributions on Topics of Interest
by Subscribers are Solicited.

THE HOME FORUM

A Page of Interest to All
the Family

KNOWING THE TRUTH

The question "What is truth?" is as old as the history of human thought. Is there an absolute standard of truth? and if so, can it be apprehended by human consciousness? The scholastic type of thought seeks truth in relative phases of experience. It follows the indications of finite sense in forming estimates and arriving at conclusions. From this point of approach absolute truth must, in the very nature of the case, prove unknowable.

To the open vision of the seer or spiritual minded seeker for light, however, it appears quite otherwise. The illumination of spiritual sense opens up the realm of absolute truth by bringing human consciousness into touch with the supersensible realities of being, which "eye hath not seen, nor ear heard."

This evidence of "the coincidence of the spiritual idea of man with the divine Mind" (Science and Health, p. 194) acquaints human consciousness with a standard which determines beyond all appeal the deceptiveness of material learning or information based on the testimony of the so-called physical senses. Knowledge of the latter description pertains only to symbols and shadows and furnishes no fixed criterion of Truth.

The truth to which Christ Jesus came to "bear witness" was wholly apart from this fluctuating, uncertain sense of things; nor is any evidence of the absolute quality of truth to be had otherwise than through the revelations of spiritual perception. Truth is heard by spiritual sense as a voice speaking with authority; while material sense listens to the confusing echo of its own inarticulate utterances. The spiritually enlightened thought is like the spring which gives forth freely because its channels are filled from an unfailing source; the materially fed thought is like the pool which stagnates for lack of a replenishing source.

The vitality of Christian Science, or provable Christianity, is explained by the fact that it represents the spontaneous expression or unfolding of the divine idea in human consciousness. Its source is Infinite Mind, outside the confines of conditioned, finite human mentality. Traditional theology, speculative philosophy, and material science, on the other hand, have no basis in spiritual reality, and can, therefore, produce no evidence of a vital character in support of their claims. "Advancing to a higher plane of action, thought rises from the material sense to the spiritual, from the scholastic

to the inspirational, and from the mortal to the immortal." (Science and Health, p. 236.)

Christian Science is not merely a system of doctrines about God, man and the universe to be believed and exploited; it presents truth as something to be assimilated through experience, put to use, and demonstrated in concrete expression. It is sometimes assumed that the methods of Christian Science are calculated to narrow thought and discourage originality, by limiting the pursuit of knowledge and interfering with individual freedom. On the contrary, however, the rationale of this Science opens the way to expansion of thought and broadening of experience. The end of the manual of Christian Science practice is fulfilled in directing and protecting the unfolding thought "until Christ be formed in you"—in the individual consciousness—as Paul expresses it. Unless the spiritual standpoint or outlook upon life is gained, the liberation of thought results in a babel of conflicting opinions and systems. We can think for ourselves, in a real and scientific sense, only as our perceptions of truth accord with God's idea, so that Truth and its mirrored reflection appear face to face, as in a glass.

Through study of the Bible, as its underlying meaning is opened up in the works of their Leader, Mrs. Eddy, students of Christian Science come by degrees to grasp for themselves the standpoint from which Christ Jesus apprehended all questions—the standpoint which enabled him to triumph over every phase of moral and physical discord. To establish and retain in consciousness this point of view is possible only as our thought is constantly refreshed by referring to the ideal set forth in the Christian Science text-book. Thus we may come gradually to realize in experience the meaning of the phrase, "whose seed is in itself"—the consciousness of truth which is self-sustained and self-renewing in that it represents the perpetual reflection of divine Mind.

Who can in reason, then, or right, assume Monarchy over such as live by right? His equals; if in power and splendor less, In freedom equal? —Milton.

Busy Man in Maine

An envelope from a Maine village gives upon its face the record of a busy man—in fact, he must be about the busiest man in Maine. His activities are blazoned forth in this wise:

Dealer in General Merchandise,
Gasoline Engines
and Launch Supplies.

Justice of the Peace,
Notary Public,
and Trial Justice.

Real Estate Agent,
Agent for Fire and
Life Insurance.

Correspondent for the Daily Papers.

It would seem that there was enough to keep a man fairly busy, but it is not all. Turning over the envelope the busy man's face appears, with the information in type of varying blackness that he makes and sells balsam pills. These, it appears, are simply twigs from the fir balsam tree all ready to be stuffed into pillows.—Exchange.

The Season's Crops

At this time of gradual recuperation in business on this continent, it is a great moment that the United States is promised the largest corn crop in its history. For the first time on record the yield of this most important cereal is likely to rise over the 3,000,000,000 bushel mark. The indication for the oat harvest is that it will all but touch the previous high record. A pretty heavy wheat crop is expected, and it will probably bring unusually good prices. According to this optimistic forecast, the United States railways will have plenty of business in hauling the grain to market, and the farmers will have so much money that they will hardly know what to do with it.—Toronto News.

It is the greatest courage to be able to bear the imputation of the want of courage.—Henry Clay.

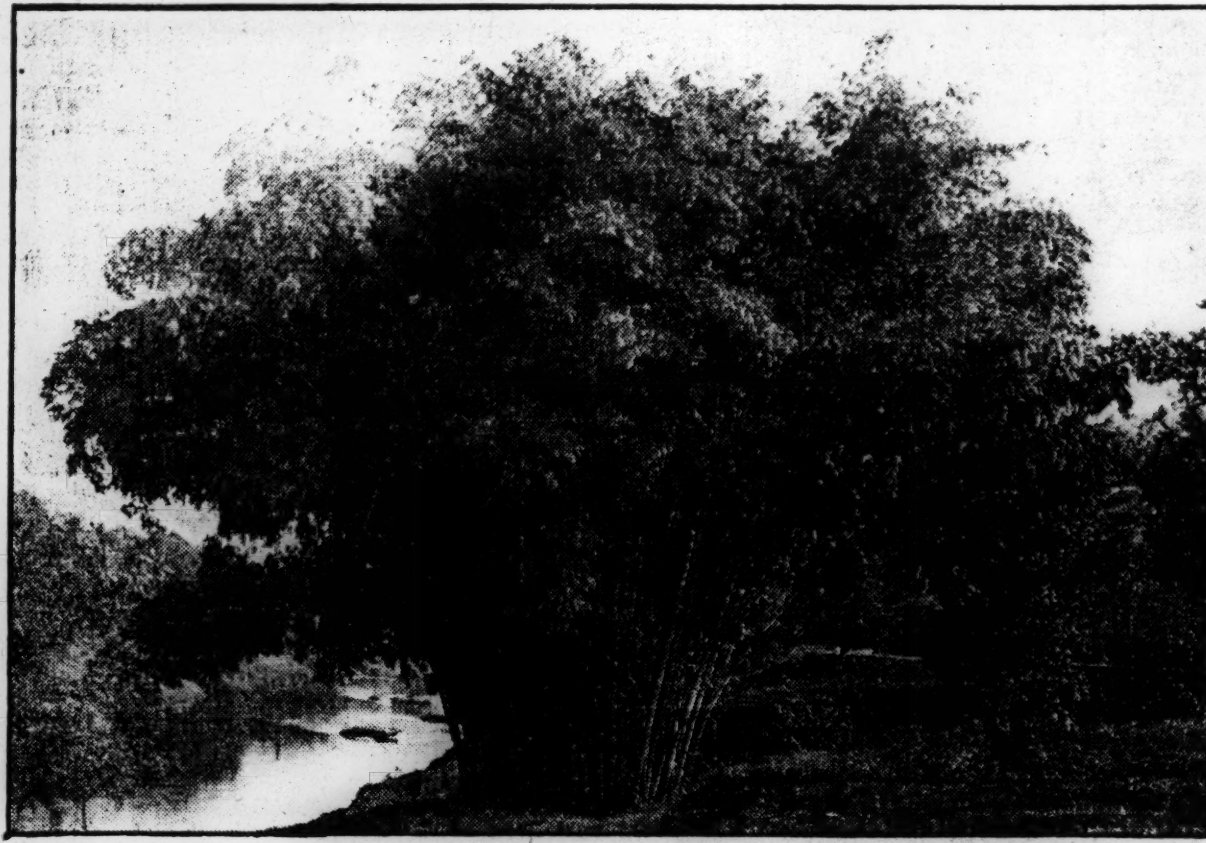
At Plymouth in the Year 1623

All their vittals were spent, and they were only to rest on God's providence; at night not many times knowing wher to have a bit of any thing y next day, and so, as one well observed, had neede to pray that God would give them their dayly breade above all people in ye world. Yet they bore their wants with great patience & allacrity of spirit, and that for so long a time as most of two years; which makes me remember what Peter Martire writes (in magnifying ye Spaniards) "They," said he, "led a miserable life for 5 days together, with ye parched graine of maize only and that not to satiation."

But alas! These, when they had maize (yt is, Indian corn) they longed it as good as a feast, and wanted not only for 5 days together, but some time 2 or 3 months together, and neither had bread nor any kind of corn.

The Lord, in his goodness kept these his people, and in their great wants preserved both their lives and health; let this

Bamboo on the Island of Ceylon



A GROUP OF BAMBOO.
In the Peradenia gardens, Kandy, Ceylon.

The uses to which bamboo is put include almost every service of mankind. The stems and shoots afford an almost unlimited variation of size. They are light, elastic and usually hollow, except at the joints, which are hard partitions. Bridges are made of bamboo, so are masts, joists, poles and water pipes (when the partitions are removed), and sections from large branches serve as pails, the natural partition giving the bottom of the pail. Canes, flutes, bows, arrows and quivers all may be made from these hollow stems. Split, they serve for nets, hats, wickerwork, umbrellas. Parts of

the leaves of certain species are used for paper and for thatch, and the young shoots may be used as food, boiled or pickled. The seeds are edible and hedges of the thorny bamboo serve as defense. Many of the species are of very rapid growth, and have attained a height of 20 feet in less than two months, even in greenhouses. The clumps of bamboo grow to enormous size. The stems are without branches till the full height is reached, when a thick growth of horizontal limbs is developed and the great groups of flowers appear.

The cut shows a clump of bamboo from the gardens of Kandy, Ceylon. This island in the Indian ocean, south of Hin-

distan, was known to the Greeks as Taprobane. In 543 B. C. it was conquered by an Indian prince and the Hindu civilization flourished there a long time. The Portuguese, and afterward the Dutch, became traders there. The Dutch introduced a system of canals. In the latter part of the eighteenth century the British took possession through certain trade complications with France and Holland, and after a time the people petitioned the British to rid them of the tyranny of the King of Kandy, who ruled the interior of the island. The King was taken and sent a prisoner to India, and since then the island has been entirely under British rule.

"Pure Thou Shalt Be."

Anonymous verses selected from Harper's Magazine, Vol. I.

Bear thee up bravely,
Strong heart and true!
Meet thy woes gravely,
Strive with them too!
Let them not win from thee
Tear of regret.
Such were a sin from thee,
Hope for good yet!

Rouse thee from drooping,
Care-laden soul;
Mournfully stooping,
'Neath griefs control!
Far o'er the gloom that lies,
Shrouding the earth,
Light from eternal skies
Shows us thy worth.

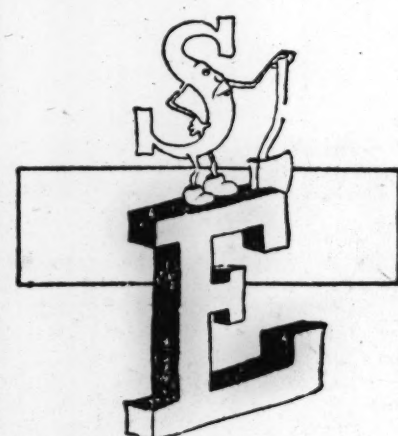
Nerve thee yet stronger,
Resolute mind!
Let care no longer
Heavily bind.
Rise on thy eagle wings
Gloriously free!
Till from material things
Pure thou shalt be!

Our Historical Pageants

The devotion with which we are now going in for reconstituting our history may be due in part to the traditional vim we put into our play. But at the same time it is quite plain that there is stirring within us a quickened sense of the past which has hitherto found its chief expression in our numerous associations of sons and daughters of something or other. Add to this a latent fondness for the picturesque which is usually denied us as a people given over to the cultivation of wealth and ugliness. For some time to come our sensibility to the call of the bygone centuries must contend with the capital fact that our most epic past lies so close to the present day, and largely even within the present.—New York Post.

Cross against corselet,
Love against hatred,
Peace-cries for war-cries!
Patience is powerful;
He that o'ercometh
Hath power o'er the nations!
—Longfellow.

PICTURE PUZZLE



What small European country?

Books

Cowper once said: "I have wondered at the patience of the antediluvians; their libraries were insufficiently furnished; how then could 700 or 800 years of life be supportable?"

"A man may be judged by his library," wrote Bentham, and Professor Sidgwick said: "A library is itself a cheap university."

It can give no wound beyond love's power to heal.—Whittier.

As to Roses

The ordinary amateur had better have nothing to do with plants that are coaxed with care and skill into the production of a few shy blooms of surpassing quality according to the "exhibition standard." These may be left to the expert, who is prepared for all the labor they demand. The really robust rose, capable of taking care of itself in all conditions but those of artificial discouragement such as drought or smoke, is so constituted as to renew its youth by throwing up from the ground-line fresh shoots yearly; the rose which first succumbs to adverse surroundings is the one with a tendency to grow by short-jointed extensions of the original branches. Gardens would be the handsomer for the frank abandonment of struggles after the impossible, even to the letting go of new delights like Frau Karl Druschki or old ones such as Marechal Niel, for the getting rid of the stunted, unthrifty specimens, the yellow foliage and slender wood, and the multiplying of those kinds which look comfortable in their places and grow heartily into tall, stout bushes. In the choice of these, the so-called "summer-blooming" families should not be neglected because they fail to produce a second crop of flowers after their first display; the profusion of their short season often puts to shame the results of the whole period of the "autumnals." Many of them are among the oldest roses known to the garden. The "cabbage" tribe, the mosses, the striped Provence and Gallica races, the Damasks, the Chinas or monthly roses, and the hybrids of these latter and the Bourbons were in the height of fashion 70 years ago; they by no means deserve the neglect which has fallen upon them today; and where the conditions are too much against the modern show rose, they should be the amateur's mainstay. Among border roses it would be hard to find such masses of color as are afforded by the crimson Damask, the Maiden's Blush, or the white Madame Plantier, unfailingly year by year.—London Times.

Children's Department

The Sunshiners

"Kind hearts are the gardens,
Kind thoughts are the seeds,
Kind words are the blossoms,
Kind deeds are the fruits."

This sunshine garden blossoms for us the whole year round, but during the month of July we especially cultivate the other kind, the one filled with "really and truly" flowers. I want to ask you—who have gardens—to see that every flower that can be spared shall be made a messenger to carry sunshine, that everybody who has no flowers shall be given a bouquet in July. This is a request of the Ladies' Home Journal that goes on: Last year Minnesota was the banner state in the distribution of flowers. Minneapolis Sunshiners through their official organ, the Minneapolis Journal, sent out a call in the shape of a half-page advertisement asking all who had gardens to make up as many bouquets as they could and have them ready for the Sunshine automobile that would fill them. Either a postal-

card sent to the Sunshine headquarters or a telephone message gave the address. The first day there were sixty responses. This was so unexpected that a plea was made for the loan of automobiles. Touring-cars piled high with bouquets were seen in all parts of the city every day far into August, the aster season.

The city furnishes Sunshine headquarters in the court house, and never before nor since has it appeared so gay and bright. Minnesota alone last year distributed more than 50,000 bouquets, not to speak of the baskets and boxes of flowers delivered by messengers.

"Till Tomorrow"

Teacher—Johnny, what is the meaning of the word "procrastinate?"
Pupil—To put off.
Teacher—Right. Use it in an original sentence.
Pupil—The brakeman procrastinated the tramp from the train.—Cleveland Leader.

The News of Waterloo

It is difficult to realize today that even one word from the battle of Waterloo was 24 hours reaching England. The Westminster Gazette says:

The first message was brought by a vessel of the Rothschilds. The message was in the form of a "Gazette Extraordinary" issued in Brussels and contained the single line, "Great Victory of the English." This reached New Court about midnight on June 19. The second message was brought by Rothschild's agent at Ghent. He had been present at the announcement of the victory to Louis XVIII. at 1 o'clock on the nineteenth by Count Pozzo di Borgo, who was sent straight from the battlefield by the Duke of Wellington for the purpose. He reached London the afternoon of the twentieth.

A century ago few people were alive to the importance of a rapid transmission of news. By means of special couriers and special vessels, and also by rewards to the captains of the ordinary packet boats and the guards of the royal mail coaches, Rothschild found it a very easy matter to outstrip the ordinary vehicles

of public information. In the spring and summer of 1815 his agents swarmed all over the seat of war, and he was easily the best informed man in England.

Shortly before the battle of Waterloo, Rothschild, with a keen eye to the topography of the coming struggle, sent his brother-in-law to Denmark to organize a fresh news agency there, with an express service to Brussels. By this route the land journey was a trifle longer than by the Ostend route, which was favored by all his competitors, as well as by Wellington himself, but it had the great advantage of a much shorter sea crossing. The final victory was finally announced in an extra gazette issued about midnight. This was obtained by Rothschild's agent and a courier was sent of post haste to Denmark. There he handed his precious gazette to Captain Colten, who was waiting off the port and who immediately weighed anchor for Deal. The Dover agency in England had an express rider in readiness, and by means of relays of post horses the news was placed in Rothschild's hands some time during the night of Monday.

Britain's Aerial Visitor

The announcement of a Bayard-Clement military airship for England has caused a lively and natural interest in Paris, says a writer in the Pall Mall Gazette. Every newspaper speaks of it, and it is the subject of conversation in the clubs. Some pride is felt in the French nationality of the constructor of this new aerial scout, probably destined for the British army.

The new machine is to be the greatest that plows the air, and is to have many improvements of a new type. The volume of the ship is to be 6500 cubic meters, and its length 90 meters. The great point about the Bayard-Clement is its speed. It is the speediest afloat in the heavens. It develops 60 kilometers (37 miles) an hour, a good average speed for a terrestrial motor.

Aerial navigation is a question of speed, supposing you have a breeze traveling 12 kilometers an hour and your ship only makes 10, obviously it cannot return; it can only travel in one direction.

If the speed of airships can be increased to such a point that the vessel becomes independent of the strength of the wind—that is to say, always superior to it—then it can perform its functions in a storm.

Every government in Europe and three republics in the new world have inquired for the Bayard-Clement ships.

London is busy building a garage for the coming airship, finding it a more difficult visitor to entertain than an "elephant on its hands." The dock for the airship is enormous, and stands a hundred feet above the ground.

Lord Morley's Style

"No one can lay down any book of Lord Morley's without feeling braced, stimulated, deepened, without becoming more conscious of the nobility of life," writes Mr. Cecil. "Too greatly suffused with moral emotion to possess the hard and brilliant clarity of the French school with whom he has lived, his style has a terse argumentative vigor which makes it an excellent model for educated orators, together with a certain stateliness of motion reminiscent of the grand manner. The calm which is required of the highest literature as of the highest art is not there. He is too anxious to have us agree with him, too constant in pressing his views."—Public Opinion.

Foam Flowers

The sea is white with marguerites—
A sudden garden of the breeze,
The driven flowers of the foam
Like gusty blossoms off the trees.

My hedge is o'en a white-capped sea,
A snail of fresh-blown marguerites;
A floral mere of petalled foam
Whose tempest 'gainst my garden beats.
—Stephen B. Stanton in Appleton's.

To do all which may achieve and cherish a fasting peace among ourselves and all nations.—Lincoln.

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Monday, July 19, 1909.

For Downward Revision Now

THE VOICE of the country has been heard in Washington, and, from all present appearances, it will be heeded. Where there has been wavering with regard to the fulfillment of a pledge and a duty there is firmness now. Not the least remarkable phase of the changed situation is the fact that the most pronounced advocates and makers of high schedules are now claiming that they have all the time been in deep sympathy with downward revision. Speaking of the President's statement, the purpose and tendency of which was to upset the plans of the upward revisionists, Speaker Cannon says: "There is nothing new in this. There is nothing that every good Republican cannot subscribe to. The President is right; the tariff will be revised downward." The despatches tell us, indeed, that a most harmonious feeling exists between the President and the leaders of both houses of Congress, and even Senator Aldrich is working to give the country a tariff bill that will meet with its approval.

All this bodes well for the nation, although the interests of party may have taken precedence of it in the minds of those who have been moved finally by the President's warning and his implied threat of a veto. It is not going too far to say that the concessions granted in the last few days mark the beginning of the end of the protective system, for these concessions include a tariff board, the basis of a tariff commission which will take the framing of tariff bills out of the hands of the committee of ways and means, and which will eventually remove all duties on imports intended not for revenue only, but, rather, for the protection and upbuilding of special interests.

The country will not complain if the Republican party derives profit from the decision of its leaders to stand by the people rather than by the monopolies and trusts; but, on the other hand, that party must not complain if popular approval of its course seems to lack enthusiasm. It would have been more worthy of applause and reward had it done voluntarily what it now seems ready to do under pressure. However, there is cause for satisfaction on every ground, and especially because the change for the better in the situation at Washington is mainly due to the influence of popular sentiment.

ACCORDING to the estimate of Colonel Goethals, chief engineer of the Panama canal, the cost of that undertaking will reach \$397,000,000. Up to the present time the amount of canal bonds authorized by Congress is \$130,000,000. Of this amount \$86,000,000 has been issued. Congress will be asked to authorize the issuance of bonds to the extent of the Goethals estimate, and from the additional issue the treasury would be reimbursed for the \$50,000,000 cash used in 1903-04 to purchase the plant and title of the French Panama Canal Company, and also the \$10,000,000 given to the republic of Panama for the right of way across the isthmus.

The money advanced by the treasury on Panama canal account is needed to meet the ordinary expenses of the government. It ought to have been repaid out of the proceeds of the first Panama canal bond sale. This was not done; on the contrary, the treasury was called upon to advance funds to pay for construction work on the canal. President Taft maintains that the cost of the Panama canal should be regarded as a matter to be dealt with independently; the chairman of the House appropriations and the Senate finance committees, and, in fact, the leaders in both houses of Congress, hold similar views. Financiers in general have pronounced it good policy to cover the cost of the enterprise by a bond issue. At the present time, with the commendable view of making a good showing for his department, as well as for other and substantial reasons, the secretary of the treasury urges the proposed blanket bond issue out of which the treasury may be reimbursed.

There will be little opposition to the view that the next generation should pay its share of the cost of the canal. This it will be called upon to do in case the proposed bond issue shall be authorized, and this will be only fair to the taxpayers of the present period. The only point which will give rise to serious dispute will be that raised with relation to the cause of the deficit in the treasury this year and last. Ardent supporters of Mr. Roosevelt are holding that the reversal of conditions in the treasury under his administration—the wiping out of surpluses as well as the creation of deficits—is properly attributable to the demands made upon it by the Panama canal; those who are not so friendly to the late administration claim that the drain on the treasury was due to extravagance.

The country is pretty well informed with regard to this matter now, and, while it stands for retrenchment and economy under Mr. Taft, it is hard to see the wisdom of injecting politics into the question of financing the undertaking on the isthmus.

The States and the Lakes-to-Gulf Waterway

HOWEVER forcibly the project may be presented theoretically, and however enthusiastically it may be supported locally or sectionally, the fact remains that the country at large is not at present disposed to assume the cost of the Lakes-to-Gulf waterway. One reason for this, and at present the strongest one, is that the country is far more desirous of relief from old obligations than of taking on new ones. The demand for retrenchment in national administration is almost universal. It has become clear to the people that the pace which the nation has been striving to maintain during the last few years cannot properly be continued. It is becoming equally clear to the people that the national government cannot do everything, and that it should not be called to attempt to do everything.

However, the Lakes-to-Gulf waterway is an enterprise which, were the circumstances different, might well enlist national aid, and the circumstances may be so altered in the next few years that this aid will be granted. In the meantime the promoters of the undertaking will be wise if they lose no time waiting for government appropriations. The thing that will go farthest toward convincing the country of the deserving character of the project will

be some tangible evidence of local and sectional faith in the enterprise, manifested in a determination on the part of those most interested to put it through in any event.

Illinois has already exhibited its faith by investing millions in preliminary work. That state, it is understood, is willing and ready to increase its contributions toward the furtherance of the movement. If it shall be joined by all the other states which the waterway is intended to serve and expected to benefit, the work can be carried on to such an extent that the United States will not only be disposed to take a hand in the enterprise but will insist on controlling it.

It is estimated that a channel from Chicago to St. Louis will cost \$30,000,000; the board of army engineers which recently reported on the subject, placed the cost of a channel from St. Louis to the gulf at \$128,600,000, making the total estimated cost of the waterway from lakes to gulf \$158,600,000. If the undertaking proves as profitable as its promoters claim, the states which are to share most directly in this profit can well afford to furnish the capital necessary to a beginning of the work. They can, at least, go far enough to prove to the country that the waterway is entitled to national aid.

At present such facilities as the Mississippi river offers for traffic are not being availed of. The volume of merchandise carried on that stream has actually been declining in recent years. This, although used for that purpose, is no argument against the waterway scheme. Nevertheless, it should lead to more energetic efforts on the part of the promoters of the enterprise with the view of proving to the satisfaction of the country that there is a real necessity and demand for a deep channel between the lakes and the gulf.

And one of the very first things to be done is to take steps toward the utilization of present water transportation facilities in the Mississippi valley, through their unification and standardization, so that when the greater waterway project shall be carried out it will not be an isolated channel.

Ahmed Shah Kajar

SULTAN AHMED MIRZA, the crown prince, has been proclaimed Shah in place of his deposed father, Mohammed Ali. He is but twelve years old, and his kinsman, Azad-ul-Mulk has been appointed regent. Ahmed Shah is the seventh sovereign of the Kajar dynasty, which was founded late in the eighteenth century by Agha Mohammed and whose most notable ruler has been Nasr-ed-Din, grandfather of the deposed Shah. Like nearly all the preceding dynasties of Mohammedan Persia, the Kajars are aliens, a Turkish clan which had been forcibly transplanted by Shah Abbas the Great from the Caucasus to the southern shores of the Caspian.

Under the old regime, despotism was maintained through the monopoly of power held by the members of the clan, who were styled royal princes. The constitution was to have swept away this Turkish oligarchy under which Persia had groaned so long and from which even the rival power, the religious hierarchy, could not free it. When the religious leaders began to give their open support to the Nationalists the ultimate success of the movement was assured, provided foreign interference could be kept out; but since the government of Persia, according to the doctrines of the Persian Mohammedans, should be a theocracy carried on in the name of the Mahdi, who is expected to appear upon earth at some future time, it is not easy to see how popular government can benefit by the alliance of Nationalists and mujtahids. Moreover, the nucleus of the Nationalists is not of Persian, but, like the Kajars, of Turkish stock, which explains the relative apathy of the purely Persian provinces of the south.

A notable exception is the attitude of the Bakhtiari tribesmen from the southwest who recently joined forces with the northern Nationalists and thus made the occupation of Teheran possible. Their leader, Sardar Assad, is said to have aspired to the sovereignty and it is certain that he and his horsemen are grievously disappointed at the outcome which on the surface divides the power between the northern Nationalists, captained by the Sipahdar, and the Kajar clan, headed by the regent Azad-ul-Mulk. If the Bakhtiaris, instead of being brushed aside, had become the ruling power in Teheran, and their chief the first constitutional monarch of Persia, it would have meant the restoration of native rule; and it would seem that their expedition against Teheran was inspired less by constitutional than by racial motives. But it is the Turk, not the Persian, who plays the dominant role in constitutional Persia, as he had done under the despotic regime.

Behind the compromise which has apparently been effected between Constitutionalists and Kajars, one discerns the grapple of Russian with Ottoman power. Neither the Constitutionalists could stand without the backing of Turkey nor the Kajars without that of Russia; the Bakhtiaris, it was said, had counted on England. The entrance of Turkish influence into the Persian situation opens the way for European interference with the Anglo-Russian agreement; the latter, under such pressure, must either go to pieces or develop into an alliance of extraordinary force. The child on the throne is thrust into the thick of the most gigantic struggle since France and England fought for world supremacy. The only staff Ahmed Shah has to lean on, his only native resource, is the College of the Mujtahids, and they, by the nature of their doctrine, must ever regard him as a usurper, at best a makeshift which is tolerated only until Persia shall be redeemed and Islam reunited by that myth, the Mahdi.

WE ARE the greater nation of the two, but President Diaz is the older of the two. The question naturally arises, then, which of the two Presidents at the El Paso meeting will be entitled to speak first? It seems like a small matter, but it might save embarrassment on both sides if such things could be regulated by international etiquette.

A CHICAGO newspaper is to be published in a dozen different languages, although up to the present time the publication of the right kind of a newspaper in one language is universally regarded as a considerable undertaking.

THE THEORY which prompts the installation of fireplugs at the big concrete Stadium is, perhaps, that some day a great public meeting may be held in the inclosure and that it may be "fired" with "burning eloquence."

THE NUMBER of riders in Pullman cars in 1908 was 18,000,000, and at an average of a quarter apiece the weight of the money they paid the Pullman porters would almost tip the globe.

Beneath the Hudson

THE OPENING of the Hudson tunnels calls attention to the splendid engineering work which has been done in the face of many adverse predictions and obstacles, both physical and financial, which seemed to confront the projectors of the enterprise from the very outset. A total of \$55,000,000 will have been used in completing these tunnels, and there has been but little visible effort to solicit subscriptions. Capitalists have evidently been persuaded that the returns promised were sufficient to justify the investment as the plan is set forth.

Passengers arriving in Jersey City by way of the Pennsylvania railroad will now be given a choice between using ferry boats and traveling by tunnels, which carry passengers under the river to the Hudson terminal in New York city in a few minutes. This development is auxiliary to the tunnels now being constructed to carry passenger trains directly into New York city to the Pennsylvania railroad terminal uptown, which are now rapidly nearing completion, together with the great terminal station required.

The enormous amount of money invested in subway construction in and about New York city is almost startling in its significance. Hundreds of millions of dollars have been, and are being, expended in promoting these works and the 5,000,000 population which is conceded to New York are entering into possession of transit facilities unsurpassed in any other city of the world. Whether these facilities will keep growth with the increasing population remains to be seen, as it is estimated that the entire length and breadth of Manhattan island will be given over to business purposes exclusively within the next twenty years; but it is not difficult to see that the problem of transporting workers to and from the outlying districts to this center of commercial activity will continue to be one that calls for the best talent and highest skill that engineering development can produce.

Valued Publicity

IT IS worth while to note progressive development in the attitude of the public service corporations toward their patrons, the public. The recent decision of the Philadelphia Rapid Transit Company to use the advertising columns of daily newspapers in its city to set forth a series of notes on the development of transit facilities, published under the unique heading "Transit Talks," only points the fact that this practice has been in vogue with the Boston Elevated Railway Company, the Boston Consolidated Gas Company and the New England Telephone & Telegraph Company in Boston and its suburbs for a number of years. In Philadelphia, as here, the results are notably good.

The public is certainly entitled to know the truth about situations which so intimately affect their daily comfort as that of transportation in and about the city, and some time ago in Philadelphia a partnership agreement was entered into between the Transit Company and the municipality which makes the citizens practically partners in the enterprise of transit development. That the value of publicity is beginning to be more fully recognized as an important factor in reducing the friction of public affairs to a minimum is very clear. Misapprehension and misunderstanding are the cause of many conflicting situations which can be avoided if the public is informed of that which intimately involves its interest. Already a feeling of better understanding has been created by the publication of these daily notes, and several experimental runs have been planned to relieve the congestion in certain parts of the city during rush hours as a further evidence of the desire of the transit management to obtain a better understanding with its patrons. It is noticeable, too, that the company has taken steps to relieve its employees of certain causes for grievance.

All of these things combine to effect a much more harmonious condition of affairs than existed previous to the recent strike in Philadelphia, and the lessons taught by the experience seem to be wholesome ones.

IT IS proposed by G. S. Weever, chairman of the publicity committee of the Interstate Cotton Seed Crushers' Association, that the cotton interests of the South unite in holding a monster cotton carnival in some representative southern city, possibly New Orleans, with the view of exhibiting to the world the New King Cotton, in all his majesty. We are told that, as tentatively outlined, the project contemplates the bringing together of southern, New England and European cotton spinners with specimens of their wares; representative southern farmers, with actual illustrations of existing methods of cotton production; government experts, with exhibits showing intensive and improved processes of cultivation; manufacturers and mill people, who would furnish exhibits to illustrate the great variety of present uses for by-products of the cotton seed, from "hogless" lard to toilet articles.

This is an ambitious and a commendable project. There is no longer any sectionalism, and even if there were, we of the North should be as deeply interested commercially in the success of such a carnival as the people of the South, for King Cotton is now a national character.

So, also, there is talk of a great corn festival in a representative western city, possibly Chicago, in celebration of the fact that the corn crop this year will, in all probability, reach the three billion bushel mark. For there is a King Corn as well as a King Cotton, and while each has his own particular set of admirers, supporters and followers, and each has his own set of subjects and dependents, each is an independent sovereign.

Singly, they could, if called upon to do so, come pretty near feeding and clothing all humanity from the vast storehouses at their disposal. We have other mighty princes, of course, but they differ widely from King Corn and King Cotton, the difference being noticeable in the fact that while these confer titles upon the two greatest staples of the country, the others have titles conferred upon them. That is, we have Oil Kings, Steel Kings, Lumber Kings, Copper Kings, Kings of the Wheat Pit, etc.

All of which goes to show that while we are republican in our governmental methods and democratic in our institutions, we are not entirely indifferent as to royalty, nor wholly ignorant as to certain of its distinctions and limitations.

PRESIDENT Taft's effort to win adherents to his program seems to be working out nicely.

King Corn and King Cotton